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# Navy News

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No. 6 NOVEMBER 1954

The Official Newspaper of the Portsmouth Command

Price Threepence

## DEVELOPMENT OF NAVAL COMMUNICATIONS



[Reproduced by courtesy of "The Times"]

Visual signalling is still one of the principal methods of Naval Communication even in these days of jet aircraft and radar. This picture, taken from the signal deck of H.M.S. Eagle, shows a signalman using a flashing light as the ship turns into the wind to launch aircraft

IN THE time of Nelson, the only method of signalling between ships was by flags, while for conveying orders or information over longer distances, the only solution was to send a frigate to carry despatches.

From this has grown the complex network of naval communications covering the entire world.

The officers and ratings of the communication branch of today are responsible, between them, for preparation of messages for dispatch, cryptography, transmission, distribution and filing. Such duties may take them to sea, to shore communication centres, naval air stations or to many unusual situations.

On the accurate and speedy encryption, transmission, decryption and reproduction of a signal may depend the entire success of a major operation. The responsibility borne therefore by even the most junior rating can be enormous. Naturally, it is the mistakes which become publicised, and it is

noteworthy that the incorrect decryption of one word in a signal from the Admiral afloat to the Commander-in-Chief during the Battle of Crete completely reversed the meaning, and led to the premature withdrawal of the heavy ships from the area. That may not seem much of an advertisement, but is quoted as an illustration of what can go wrong if any member of the branch fails in his duties.

"Sparkers" and "Buntings" are familiar enough to the Navy in general. It may not, however, be realised that in shore stations a great number are members of the W.R.N.S.

With the advent of the North Atlantic Treaty Organisation the importance of communications in the navies concerned is even greater than before. To facilitate common working, in many cases foreign communication ratings have been loaned to British ships to form part of their complement and so become accustomed to working in English.

### DRAFTING FORECAST

#### COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

FOR GENERAL SERVICE (all ships commissioning at Portsmouth)

December 1: H.M.S. Agincourt (Mediterranean/Home Fleet); H.M.S. Barrosa (Mediterranean/Home Fleet).

January 4: H.M.S. Magpie (Home Fleet/South Atlantic).

End January: H.M.S. Sheffield (Mediterranean/Home Fleet).

March: H.M.S. Morecambe Bay (Home Fleet/America and West Indies Station).

End March: H.M.S. Scorpion (Mediterranean/Home Fleet).

Mid-April: H.M.S. Wrangler (Home Fleet/Mediterranean); H.M.S. Wakeful (Home Fleet/Mediterranean).

FOR FOREIGN SERVICE

January 15: H.M.S. Concord (Far East) commissioning at Singapore.

Mid-February: H.M.S. Wren (Persian Gulf) commissioning at Bahrain.

February 23: H.M.S. Newfoundland (Far East) commissioning at Portsmouth.

#### NOTE

Under the General Service Commission Scheme, operational aircraft carriers will now alternate between the Home and Mediterranean Fleets. To facilitate development of doctrine governing the tactical employment of aircraft carriers and carrier-borne aircraft, the post of Flag Officer Heavy Squadron, Home Fleet, is being replaced by that of Flag Officer Aircraft Carriers. This officer will have responsibilities to both Commanders-in-Chief concerned in respect of the employment of operational carriers and carrier-borne aircraft.

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## PORTSMOUTH Navy News

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### EDITORIAL

AN UNASSUMING but effective feature of this newspaper has been the John English Column.

In this issue we have dealt with a question which at some time or other has affected most of us in the Service, namely, the tenure of furnished houses and flats. We feel sure that the expert answer will help a number of men to whom this question gives great concern.

The questions submitted and answered in this column are but a small fraction of the total which we have received. In point of fact, the majority of questions are answered privately.

This column provides an opportunity for readers who may be worried to secure expert advice, and to share their problems with others. Should readers wish advice on any difficulty, they are advised to write to John English c/o the Editor, NAVY NEWS, R.N. Barracks, Portsmouth.

### Navy News

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# THE FAR EAST AND EAST INDIES STATIONS

This article was specially written for 'Navy News' by The First Lord of the Admiralty,  
The Rt. Hon. J. P. L. Thomas, M.P.

IT WAS a great privilege to be able to visit the Fleet on the Far East Station and on the East Indies Station, and it is satisfactory to feel that owing to the speed of modern travel it has at last been possible for a First Sea Lord of the Admiralty to visit the Far East Station while in office.

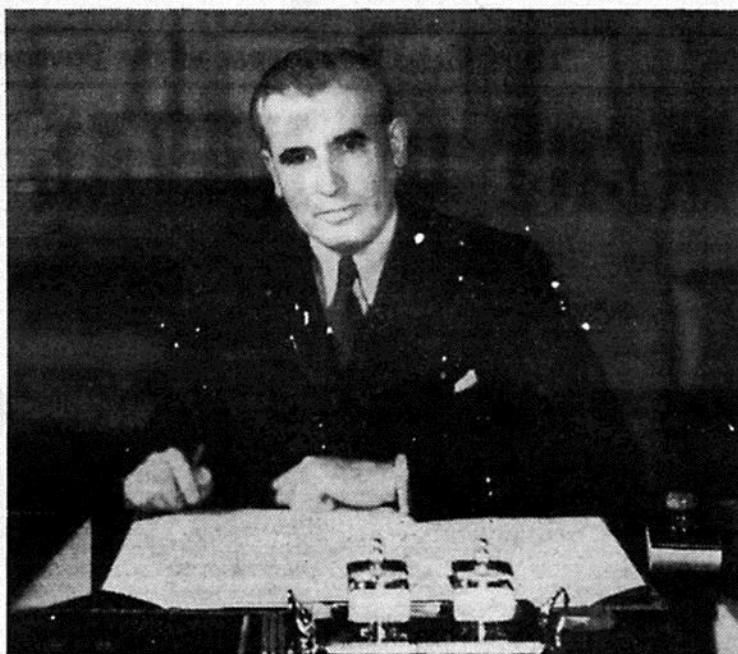
One of the objects of my tour was for the Secretary of the Admiralty, who accompanied me, and myself to learn at first hand the problems of those who serve in, or work for, the Royal Navy, and so make it easier for us when dealing with their problems in the Admiralty to visualise the conditions under which work is carried out and life is lived on these two stations. Although I travelled from place to place by air in a remarkably short time, this did not prevent me from realising how vast are the areas embraced by the East Indies and the Far East Stations. I wish I could have journeyed in one of Her Majesty's ships, but the distances to be covered were so enormous that this means of travel was out of the question in the time at my disposal.

Only by flying was I able to spend several days in shore establishments and on board Her Majesty's ships at Singapore, Hong Kong, Colombo and Trincomalee. I was left under no illusion about the effect of heat and humidity both ashore and afloat.

#### Visits to Ships

Most of my time was spent seeing as many ships and establishments as possible and talking to as many people as my programme allowed.

At Singapore I was glad to pay a fleeting visit to the Royal Malayan Navy and I visited H.M.S. St. Bride's Bay, H.M.S. Birmingham and H.M.S. Warrior—the last-named still wearing proudly the three-stork emblem sig-



nalling the birth of three babies on board during her refugee operations from Indo-China! I also had the opportunity of going to H.M.S. Simbang, the air station from which 848 Squadron of helicopters has done such marvellous work in Malaya. At Hong Kong I again went on board H.M.S. Birmingham as well as visiting H.M.S. Consort and H.M.S. Crane. I also had the privilege of visiting H.M.C.S. Huron and H.M.N.Z.S. Kanieri. Later, at Colombo, I visited H.M.S. Loch Alvie and was delighted to have the chance of seeing something of the Royal Ceylon Navy, and while at Trincomalee I was able to go on board H.M.S. Newfoundland.

Everywhere I went I was impressed by the manner in which ships' companies were carrying out their duties under trying climatic conditions, and it gave me much satisfaction to be able to tell them how proud Her Majesty's Government are of their bearing, morale and efficiency.

#### Local Overseas Allowances

In many of the ships I visited I was able to talk to the officers and to representative groups of ratings. This was a very valuable and instructive experience. I was glad to find that the ratings did not hesitate to talk freely to me on the many topics uppermost in their minds, such as pension rates, sea-going local overseas allowances, advancement problems, family matters, and so on—even that unusual topic, food! I hope that the fact that we have at last been able to introduce sea-going local overseas allowances will go far to eliminate what has been a sore point in the minds of sea-goers for many years. At least I am encouraged to think so by the enthusiastic reception which was given everywhere to this announcement.

I made a very full tour of shore establishments and of the Royal Dock-

yards, seeing as many departments as possible and talking to as many employees, both European and Asian, as my time allowed. We are very fortunate indeed in having such enthusiasm and efficiency in the shore establishments and in the Royal Dockyards.

I visited the Malayan Royal Naval Volunteer Reserve as well as the Singapore Sea Cadets while in Singapore. In Hong Kong I visited the Hong Kong R.N.V.R. and the Hong Kong Women's Volunteer Reserve. In each case I was deeply impressed by the enthusiasm, high standards of effi-

ciency and morale of the Volunteer Reserves concerned.

I made a particular point of examining housing conditions for those living ashore. While it is true that we have many very good houses on the East Indies and Far East Stations, it is equally true that some people are living in unsatisfactory houses, particularly in Trincomalee. This is a situation that is difficult to remedy quickly because the remedy depends so much on the availability of the necessary money for building. I cannot make any promise about building programmes, but I shall not forget what I have seen and it will be my aim to ensure that as our resources allow so the position will be improved.

#### Travelling Ambassador

Everywhere I went I reminded ships' companies of the extent to which this country is judged by the manner in which the Royal Navy carries itself when overseas and that the White Ensign is still the best travelling ambassador that we have today. I have no hesitation in saying that the Far East Fleet and the East Indies Fleet fully live up to the spirit of this tradition and we can all be very proud of them.

Although the wars in Korea and Indo-China have, fortunately, come to an end, it is still obvious that the Far East remains a potential trouble area and so long as that is the case the men of the Far East Fleet and the East Indies Fleet are bound to continue to play an important part in our naval strategy and to represent a powerful deterrent against aggression. The Navy is just as much a power for peace in the Far East as it is in Europe.

To those now serving on the East Indies or Far East Stations or who may have to serve there in the future I can say that you may be sure that, however trying you may find the life either ashore or afloat, you will be playing a vital role in the quest for peace. We at this end will do all we can for your welfare and well-being.



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## One of Our Reporters is Missing!!



#### GOING DOWN

Picture taken during the recent demonstration to the Press of the submarine escape tower at H.M.S. Dolphin, the submarine base at Gosport.

A "reporter" announced loudly that he wished to contact his paper immediately and could not get to the telephone by means of the lift (door to the lift shown in background). He was advised to stand on the bell and make his way to the bottom of the 100-foot tower the wet way. The "reporter" is shown starting the descent, with the bell dimly visible below him. He could be seen going down firmly clutching his hat, and then disappeared in the depths below through an air lock at the bottom of the tower. It was later discovered that the "reporter" was impersonated by Lieut. P. H. Harper, R.N., who is on the staff of the Flag Officer Submarines.

## COOKS AND STEWARDS VOLUNTEERS FOR OVERSEAS SERVICE

OVERSEAS SERVICE for ratings of the Cook (O) and Steward branches is limited by the employment on foreign stations of local entries (Maltese, Chinese, Goanese). This makes it all the more important that volunteers should send their names in to the Drafting Office, through their divisional and commanding officers, so that when possible those who wish to go shall go. When reading the commissioning forecast, Cooks (O) and Stewards should note that, for the present, Portsmouth men serve, or will serve, only in the following ships:

Foreign Service.—None.  
General Service.—Albion, Bigbury Bay, Kenya, Magpie, Morecambe Bay.

But there are, of course, a number of home sea billets for Cooks (O) and Stewards.

#### Cooks (S)

At present, the only ships on foreign or general service that are to carry locally entered Cook (S) ratings are Whitesand Bay and Wren. Otherwise all Portsmouth ships carry Portsmouth Cook (S) ratings.



## A.F.Os. of Interest

THOSE A.F.Os. marked with an asterisk have been published for display on ships' companies' notice boards.

### Education

\*A.F.O. 2512/54 published the timetable for the General Certificate of Education for Her Majesty's Forces to be held between Wednesday, November 24, and Tuesday, December 7.

### Loan Service in Commonwealth Navies or Elsewhere

\*A.F.Os. 2520/54 and 2521/54 announced that certain senior rating volunteers are required for loan as instructors with the Royal Malaysian Navy.

\*A.F.O. 2569/54 made the distinction clear between (a) loan to a Commonwealth Navy for a certain fixed period, normally two or three years, and the conditions under which it may be permitted and (b) entry, when all connections with the Royal Navy are severed. The present position precludes the release of men from the Royal Navy for entry into a Commonwealth Navy unless there are exceptional compassionate circumstances connected with dependants or near relatives.

### Rifle Shooting at Bisley

\*A.F.O. 2522/54 referred to the annual meetings of the Royal Naval Rifle Association and the National Rifle Association at Bisley in June and July last and expressed the hope that the considerable improvement in naval marksmanship shown by the results of the competitions will continue and that everything possible will be done to encourage rifle and pistol shooting in order to keep up the prestige of the Royal Navy at Bisley and proficiency in the use of small arms throughout the Services.

### Toothbrushes

A.F.O. 2538/54 introduced a new pattern of toothbrush obtainable from Service clothing stores. There is now a choice between a bristle and a nylon brush of style and design accepted by modern principles. The choice between nylon and natural bristle is a personal matter, but generally speaking, bristles tend to soften sooner than nylon and will therefore appeal to those whose gums are sensitive. The A.F.O. also reminded us of the important fact that the proper method of brushing teeth is in the direction of growth, i.e., from the gum, and not across the teeth. The latter method may result in grooves being worn in the sensitive necks of the teeth.

### Children

\*A.F.O. 2578/54 conveyed the thanks of the committee of the Trafalgar Day Orphan Fund to all those who have subscribed and organ-

ised entertainments in aid of the Trafalgar Day Orphan Fund, 1953, which amounted to £4,623 3s. 1d. This A.F.O. showed the distribution of the total amount subscribed to 13 homes for children and orphans of naval and Royal Marine personnel.

\*A.F.O. 2579/54 announced that there are at present 25 vacancies at the British Seamen's Orphan Boys' Home, Brixham, the object of which is to provide primarily for the orphan (or otherwise in circumstances of difficulty) sons of men of the Royal Navy, Royal Marines, Merchant Service and Fishing Fleets, from seven years old to school-leaving age, when every effort is made to enable them to enter the Royal Navy or the Merchant Service or to find good civilian posts for them.

### Travelling

\*A.F.O. 2588/54 reprinted particulars of the concessions for travel by rail at reduced rates for officers and men; wives; dependent children under 16 years of age; widows and dependent children under 16 years of age of a deceased officer or rating for a period of three months following the date of notification of death; also for visits of certain relatives to officers and men in hospital for not more than two relatives on the occasion of each visit (this limitation does not include wives and dependent children under 16 years of age). The A.F.O. also described the documentary evidence that must be presented at the booking office to obtain a reduced fare. It also impressed upon all entitled to participate that the reduced fares are not granted by the Admiralty but by the railway authorities, and any person improperly acquiring, using or transferring a ticket obtainable under these arrangements, or attempting to do so, will be liable to prosecution in the civil courts; and that abuse of these concessions may lead to their withdrawal.

A.F.O. 2634/54 consolidated and brought up to date the detailed rules governing entitlement to free passages for families of naval personnel serving abroad. In particular, it combined in one order the new Family Passage Rules resulting from the introduction of the General Service Commissions, and the old rules which continue to apply to personnel who have not yet come within the scope of the General Service Commission and associated schemes and to personnel in the small number of special appointments which will remain outside the new schemes.

### Hotels for the Royal Navy

\*A.F.O. 2648/54 announced that the British Sailors' Society has opened the Victory Hotel, 38 Clarence Parade, Southsea, as a licensed residential hotel for married ratings and their families (including W.R.N.S.), and

gave particulars of the scale of charges, etc.

\*A.F.O. 2649/54 announced that the King George's Fund for Sailors has purchased a building at Greenhill, Weymouth, as a residential hotel for the Royal Navy. The purchase price was found from money presented by the Natal "Salute to Britain" Fund. The A.F.O. gave particulars of the scale of charges, etc.

### Pay and Allowances

\*A.F.O. 2632/54 gave the welcome news that ships' companies of Her Majesty's ships on overseas stations are to be brought into the general scheme of local overseas allowance. Previously local overseas allowance, which is designed to meet the higher costs often prevailing at certain ports abroad, was confined to those on shore service in the particular areas. It is now to be extended to ships' companies serving afloat on the stations where it applies. It has been pointed out that the operation of this scheme may be vulnerable to criticism of inequality between ships in the same vicinity but on different service. Every effort has been made to frame the regulations so that they may operate as fairly as possible, but it is essential to the success of the scheme that all concerned should fully appreciate the need to accept it as a whole.

Their Lordships of the Admiralty are confident that the Fleet will recognise this, realising the considerable benefit which the introduction of the scheme will bring to all sea-going personnel on overseas stations. Any alternative would have involved an extremely complex set of regulations which would not, in themselves, have provided any greater safeguard against anomalies.

## Medical Health

### CARE OF THE TEETH

WE HAVE been told often how dental disease can affect our general health, and how important it is to maintain our mouths in a clean and healthy state, but do we all act on this knowledge?

Our mouths are our own and their care is our responsibility. The dental surgeon can help us by treatment and advice, but his efforts are largely wasted if we do not ourselves look after our mouths intelligently and conscientiously.

The correct way to clean the teeth is to brush them from the gums to the biting surfaces. Scrubbing them to and fro crosswise does not clean them properly, and in addition this habit may cause the gums and the necks of the teeth to be injured. Try cleaning an old comb with a nailbrush and you will find that it is useless to brush across the tines; only a sweeping movement from the base to the tips will remove the accumulated fluff. Similarly, your own teeth must be brushed from the gums to the biting surfaces to prevent food collecting round them. Brushing must be done thoroughly, and both back and front teeth and all their surfaces—that is, inner, outer and biting surfaces—must be kept clean.

The best time to clean the teeth is after meals. Do so after each meal if possible, but in any case after the last meal at night.

For various reasons, modern man is particularly prone to dental disease. Unfortunately we are often unaware that anything is wrong until it is too late. The only way to ensure that any disease present is remedied early is to have our mouths inspected at regular and frequent intervals so that decay can be detected before it has gone too far.

If you cannot obtain dental attention and you notice that your gums are sore and liable to bleed, you can ease the condition by washing out your mouth vigorously with warm salt water—one teaspoonful to half a cup, using a small mouthful at a time and forcing the mouthwash to and fro between the teeth.

Do not keep a toothbrush until it is soggy and broken. Get a new one. When used correctly, it matters little whether it is nylon or bristle, or hard or medium. Generally a medium brush is preferable.

If you wear a denture, keep it clean with any good denture powder. You may wear a full denture at night, but never a partial one.

If you have not been examined for some time, ask for a dental examination. Owing to the shortage of dental officers, you may not have been detailed for inspection. The man, however, who is interested enough in himself to ask for inspection, and who tries to keep his mouth clean and healthy, has the best chance of obtaining adequate treatment.

S. J. A.

A. E. Marsh

Have YOU a personal problem? . . .

## ASK JOHN ENGLISH

### Notice to Quit

I AM serving in the Mediterranean. I have received a letter from my wife saying that she has had a letter from her landlady saying that she must get out. The accommodation we occupy is the ground floor of a house and the furniture is all ours. We share the kitchen, however, with other tenants who occupy the first-floor flat. The landlady does not live in the house. My wife is obviously very worried and seems to think that if she doesn't find somewhere else to go she will be thrown out by the end of the week. What shall I do?

Answer: The first thing you must do of course is to see your Divisional Officer and he will take steps, through the Family Welfare Officer of your Manning Division to investigate the matter, but subject to this essential course here is some general advice.

The fact that you are sharing a kitchen does not prevent your case from falling within the provisions of the Rent Acts which are designed to protect tenants, because the sharing is not with your landlady but with other tenants. Nobody can be thrown out into the street these days by a landlord.

You do not say on what grounds notice to quit is given. Whatever the reason may be, the first question to be asked is whether the notice to quit is valid. Very often notices to quit given by laymen lack the essential legal ingredients. Providing the notice is valid, the landlady can take out a summons for possession which in due course, about two months after the service of the summons, would be heard by a County Court Judge. The Judge would not make an order for possession unless the grounds on which possession was asked for fell within the law. These are very few, such as non-payment of rent, nuisance, breach of covenant, or that the landlady genuinely requires the accommodation for her own use. Even if the landlady does genuinely require the accommodation

she will have to prove to the satisfaction of the Court that her need is greater than your family's.

You will realise that this is a very complicated subject and I can only advise in very general terms.

### They Wish to Adopt a Child

My wife and I have no children of our own. We have been abroad for quite a long commission and our circumstances are such that we are able to set up a reasonably comfortable home. We are shortly returning to England and we would like to adopt a child. Can you give me some idea as to how we should go about this?

Answer: There are a number of approved adoption societies, and the Padre or Family Welfare Officer would put you in touch with one. Alternatively, the Children's Officer of the local authority in whose area you live might be able to help you.

You and your wife would adopt the child jointly. Normally adoption would not be approved if the applicant is under the age of 25 years or is less than 21 years older than the child. There are exceptions to this. In your case, having found a child, as indicated above, you will give notice to the local authority in the area where you live and the child would then come to your home for a probationary period of three months. At the commencement of that period you have to give notice to the local authority. At the end of the three months' period you go round to the Magistrates' Clerk and take out the necessary papers for adoption. The consent of the parents of the child will of course have to be obtained.

Once you have the order the child will in all respects be in the same position as if it was your natural child and the Court will take the necessary action to have the child's name altered in the records at Somerset House.

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## MARRIED QUARTERS

AS FORECAST in last month's article, another contract for building has been let. This time it is at Fort Brockhurst where 80 ratings' three-bedroomed houses will be built. This will be a small and pleasant estate with very good bus services close at hand.

The work at Paulsgrove is going well; roads are appearing and the foundations of a number of houses are in hand. The weather at the time of writing is helping and good progress is being made. The block of officers' flats in Old Portsmouth is also making good progress. The footings and foundations are complete, the old cellars have been filled in and the flats are beginning to rise above floor level.

Planning of other sites is going ahead and the next announcement of a start may not be far ahead. It may well be that the next site where work will begin will be at Stamshaw, where there is suitable land next to H.M.S. Phoenix. Here it is planned to build flats to take the best advantage of the limited amount of land available. There will be 60 three-bedroomed flats and 36 two-bedroomed flats. It will be very conveniently placed for those working in the Dockyard area.

During the month it has been possible to make an allocation of hirings to the Royal Yacht Britannia, which was not originally in the scheme as she did not leave the builders' yard until after it had started, and to the new aircraft carrier Bulwark, which is shortly expected at Portsmouth from the builders' yard. Temporary arrangements have also been made to bring Diligence, the small-craft base at Hythe, within the Portsmouth scheme until they get their own married quarters.

There are signs that the central roster and administration should be bought into force by the end of the year. When it comes this will be a big step forward as it will mean that everyone will be on the same roster and not dependent on the position in his particular ship or establishment. There can be little doubt that at present the chances of getting a married quarter vary in different ships and establishments and there are also some ships which it has not been possible to bring fully into the scheme as they were not "entitled" when it was first brought into force. These anomalies will be ironed out by the central roster.

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## Motoring Notes

BY THE time this article appears in print the Motor Show at Earl's Court will have ended and the motor trade will have taken a deep breath and started to settle down again for the next 12 months. There are signs this year that deliveries of most makes may be a little easier than last year. The pattern of deliveries will, however, remain the same and so far as can be seen will be constant for years to come. The motoring public does not generally seem to have recognised the pattern and perhaps a reminder might be useful.

### Export Quota

Generally speaking, the peak of our export trade occurs between April and September each year, so that fewer cars reach the home market during this period. The demand, however, slackens between September and April so that the home market then receives a bigger quota and deliveries are better. The sensible policy for anyone requiring a new car is to order it now for delivery during the winter months, otherwise you will have an infuriating time watching next summer slip past waiting and waiting for your car, whilst your neighbour, who was wiser and ordered early, quietly laughs at you as he gets his new car out.

Incidentally most dealers receive an annual allocation of cars which may be four or five of one model, or a dozen. If your dealer's allocation is, say, 12 spread over 12 months, it follows that the first customer to order will have only a few weeks to wait, whereas the twelfth may have to wait 12 months although his order may have been given only a day or so after the first.

### Winter Routine

As a rule Motor Show time is also time for you to think about changing your engine oil for a thinner grade.

Whilst having this done it may be wise to change your gear-box and rear-axle oils as well. These should always be changed at 5,000 miles, or every six months, whichever is the sooner. Don't forget that extreme pressure oils deteriorate with age and must be changed every six months regardless of mileage, even if you haven't registered 5,000 miles since the last change. A reasonable charge for changing oils is about two shillings, or four shillings if the filters are cleaned or changed. It often pays to enquire beforehand.

### Frost Warning

Now is also the time to have your radiator flushed out, hose clips tightened and leaks checked, and anti-freeze put in your radiator. It is worth checking what your garage charges for this service—the average charge for flushing out and refilling is about half a crown, but the mere act of letting out some water and topping up with anti-freeze does not merit any charge for labour at all.

### New Developments—the Tubeless Tyre

The new tubeless tyre marketed by Dunlop, India, Firestone, etc. is really a well-tried American patent and is seriously worth considering when next you have new tyres. There is no catch in them and they are the same price as the conventional cover and tube. They cannot at present be fitted to wire wheels, unfortunately. Incidentally they can be re-moulded like conventional tyres. There are no particular snags in fitting them apart from cleaning up the wheel rim and seating for the tyre bead. Garages do not charge for fitting new tyres however, so it is just as easy to let them do it for you.



# W.R.N.S. NOTES . . .

## Director, W.R.N.S.

THE DIRECTOR, W.R.N.S., Dame Mary K. Lloyd, D.B.E., Hon. A.D.C., will pay a farewell visit to H.M.S. Vernon, Monday, November 8, to lecture to the Senior Officers' Technical Course. During the afternoon she will inspect the W.R.N.S. in this establishment.

## R.N. Barracks—Visit of the Commander-in-Chief Portsmouth

The Commander-in-Chief, Portsmouth, Admiral Sir George Creasy, inspected and took the salute at a parade in the Royal Naval Barracks, Friday, October 8, 1954. He complimented the Company Commander, Second Officer Witney, on the marching and the smart appearance of the W.R.N.S. divisions.

## H.M.S. Mercury—Visit of Admiral Commanding Reserves

Vice-Admiral A. K. Scott-Moncrieff, C.B., C.B.E., D.S.O., visited H.M.S. Mercury on Friday, October 1, 1954, and took the salute at a parade of the ship's company which included three W.R.N.S. divisions.

During the afternoon he walked round the establishment and paid a visit to the W.R.N.S. galley and quarters at Leydene.

## Chapel—Duchess of Kent Barracks

At the instigation of Padre Scarff, a cabin has been made available in the Duchess of Kent Barracks for use as a chapel. Communion services will be held every Sunday at 8 a.m. The first took place Sunday, October 3, 1954.

## Y.W.C.A. Christmas Fair

A great drive has been made by Third Officer Pomroy for contributions towards the Fair held annually in London. The W.R.N.S. officers and ratings quartered in the Duchess of Kent Barracks and in H.M.S. Excellent have made between them 30 felt toys.

## H.M.S. Collingwood—Annual Handicrafts Exhibition

The exhibition has been arranged for Wednesday, November 17. The judges will be Mrs. Peard, Mrs. Cooper and Chief Officer Broster, W.R.N.S. The entries will be sent from this to the Command Handicrafts Exhibition.

## Portsmouth Command Handicrafts Exhibition

An exhibition of handicrafts will be held in the Duchess of Kent Barracks,

Wednesday, November 24. Lady Creasy has very kindly consented to open the exhibition at 3 p.m.

All W.R.N.S. officers and ratings, Q.A.R.N.S. sisters and V.A.D. nurses within the Command will be eligible to enter exhibits.

The exhibits will be divided into the following sections: Dressmaking, Embroidery, Knitting, Leatherwork, Toy-making, Art, Weaving and Miscellaneous (any other handicraft). Three prizes will be awarded in each section, subject to there being sufficient entries, and there will be a special prize awarded for the best exhibit.

## Flag Days

Flags were sold by Wrens in aid of the King George's Fund for Sailors on Thursday, September 16, at the company pay parades in the Royal Marines Barracks. The sum realised amounted to £9 0s. 9½d.

A number of W.R.N.S. officers and ratings sold flags for the same fund on the Hard and within naval establishments throughout the Command.

Great assistance was given by Wrens from all establishments in helping to dress the mannequins at the very successful dress show held at the Savoy Ballroom for the King George's Fund for Sailors.

Six Wrens from H.M.S. Collingwood sold flags in aid of the R.A.F. Wings Week on September 18. Just over £9 was collected.

## Blood Donors—H.M.S. Collingwood

A unit of the Blood Transfusion Service visited H.M.S. Collingwood on September 29 and 30. The actual number of W.R.N.S. donors is not known since it was included in the overall figure for the establishment, but a large proportion of the unit did volunteer, many for the first time.

## Plays and Shows

A number of Wrens in H.M.S. Collingwood are taking part in the ship's company show which is now being produced. The dates for the show are November 8, 9 and 10.

H.M.S. Mercury: W.R.N.S. personnel are taking part in the many activities, which include rehearsals for the Christmas pantomime, a Nativity play and a carol choir.

R.N. Barracks: Preparations are going forward for the production of a play to take place before Christmas. Several Wrens have already attended a play-reading prior to the casting. It

is hoped that more aspirants to the stage will come forward and offer their services.

## Draft

Regulating P.O. Wren J. E. Streeter left the Royal Marines Barracks on October 7, 1954, for H.M.S. Sea Eagle. She has done much for the unit's sports activities. We wish her success and in her place welcome P.O. Wren L. B. Howard.

## W.R.N.S. Officers

Third Officer D. F. Chapman has been appointed Quarters Officer to the Royal Naval Air Station at Bramcote. In her place we welcome to the Duchess of Kent Barracks, Third Officer M. Adamson.

Third Officer (Ce.) J. Mattinson returned to H.M.S. Mercury from Gibraltar on Friday, September 24, 1954, having taken part in Exercise "Blackjack." She will shortly take up a new appointment with N.A.T.O. in Malta.

Third Officer S. G. Hill in H.M.S. Dolphin is being relieved by Third Officer A. B. Cooper. Third Officer D. M. Nunn in H.M.S. Excellent is being relieved by Third Officer I. B. Herring.

## W.R.N.V.R. Officers

Third Officer M. L. Bulpitt, from the Solent Division, and Third Officer M. L. Corbett from the Clyde Division, joined H.M.S. Mercury on September 26 for 14 days' annual training.

## Rifle Shooting

So far in the Royal Naval Barracks 22 League the W.R.N.S. team is holding third place, while two members of the W.R.N.S. are shooting for the Victory team in the Portsmouth and District League.

H.M.S. Mercury: The first round of the 22 Postal League was shot during the week ending October 8. They drew with Royal Marine Barracks, Eastney. The final result is not yet known.

## Hockey

H.M.S. Mercury: The two W.R.N.S. ratings' teams have been eliminated from the Inter-Part Hockey League. The ship's company Wrens being beaten by the wardroom and the Wrens trainees by the seamen and miscellaneous.

H.M.S. Collingwood: Results. September 21, 1954: v. H.M.S. Dædalus (home), lost 1—7.

October 4, 1954: v. H.M.S. Mercury (home), lost 7—12.

## Netball

H.M.S. Collingwood: October 12, 1954: v. H.M.S. Mercury (away), lost 13—17.

Royal Marines: The season has started well and a number of practice games have been played. On September 28 a friendly match was played against the C. and P.O. Wrens of the Duchess of Kent Barracks. Result: Royal Marine Barracks 19 goals, C. and P.O. Wrens 1 goal.

Tuesday, October 12, the Royal Marines played the Wrens in H.M.S. Vernon. Result: Royal Marine Barracks 17 goals, H.M.S. Vernon 9 goals.

## A Message from

Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., Chairman of H.M. Forces Savings Committee

AS CHAIRMAN of H.M. Forces Savings Committee, I am very grateful to the editor for affording me space in this paper to talk to you about saving money through the Forces Savings Organisation, and to bring to your notice from time to time the special facilities available to you for saving.

You may think it unusual for an Air Marshal to write to PORTSMOUTH NAVY NEWS about saving while you are serving in the Royal Navy. Having served in the Fleet Air Arm for a total of 12 years, including service in six ships of the Royal Navy, mostly carriers, and mainly Portsmouth based, I consider myself fully qualified to address myself to you through these columns under the heading of "Savings Matter."

I am hoping that items of information reaching you through this channel will prove to be of help to you in planning for the future while you are serving, and ultimately for the time when you leave the Service.

If you have any queries or require advice on matters relating to National Savings, i.e., Post Office Savings Bank, Trustee Savings Bank, National Savings Certificates and Defence Bonds, you can write direct to me. My address is: H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7.

# Women's Section

## RECIPE

WE HAVE had a good response to our competition for a recipe for a supper dish. Congratulations to Mrs. A. Gillam, of Milton, and Mrs. F. Bell, of Copnor, who each receive a prize of 10s. 6d. Here are their recipes:

### Haddock Savoury

- 1 lb. filleted haddock.
- 1 small egg.
- 3 oz. flour.
- 1 dessertspoonful olive oil.
- Pinch of salt.
- Enough milk to make coating batter.
- 1 lb. button mushrooms.
- 1 teacupful of rice.

Make batter for coating: Beat egg into sifted flour and salt, mix in oil, then enough milk to make a thickish batter, beat well and set aside. Prepare fish: Cut into small pieces, finger size, wash and dry, and lay in seasoned flour. Prepare mushrooms and cook in the usual manner. Boil the rice, drain and keep hot. Dip fish fingers in batter, fry in deep fat to a golden brown. Serve piled up in centre of hot platter with surround of mushrooms and rice and potato chips. For sauce, use tin of cream of tomato soup diluted with a little milk. For special occasion, substitute scampi for fish.

### Tomato Crumble

Grease pie-dish and cover bottom with a layer of breadcrumbs and grated cheese. Put slices of tomato, sprinkle with chopped onion and pepper and salt. Repeat the breadcrumbs, cheese and tomatoes, but let the breadcrumbs and cheese form the top layer. Dot with margarine or dripping and sprinkle with browned breadcrumbs. Bake in a hot oven.

## YOUR SECTION

WE ARE pleased to receive letters from women readers of NAVY NEWS. If we publish any extracts from these in future editions, we will send 5s. to the letter-writers. So send your contributions, please, giving us news of your hobbies and activities, children's sayings, etc. Address: Woman's Page Editor, NAVY NEWS, Royal Naval Barracks, Portsmouth.

## ROYAL NAVAL FRIENDLY UNION OF SAILORS' WIVES

### North End Branch

The North End Branch of the R.N.F.U.S.W. holds its meetings on the first Tuesday of every month, from 2 to 4 p.m., in Fisher Hall, Whale Island. On October 5 the meeting was very well attended and took the form of a beetle drive, which was much enjoyed, Mrs. Duherman coming out the winner.

Any naval wives who would like to join will be very welcome to come to the meetings, or can apply first to the hon. secretary, Mrs. Hussey, 45a Festing Road, Southsea. (Phone: 33312.)

On November 2 there will be a talk and demonstration on how to make Christmas decorations. The Christmas bazaar will be held on December 7, admission 3d. The proceeds of this are for the children's party, which will take place on January 4, 1954.

### Gosport and Fareham Branch

The 1954-55 season of the Gosport and Fareham Branch of the R.N.F.U.S.W. is now in full swing. At our last meeting, held on October 7 at the Sloane Stanley Hall, The Crossways, Gosport, our president, Mrs. Fawkes, wife of Rear-Admiral Commanding Submarines, produced a wonderful surprise for us—John Mills, the film star, in person. He and Cdr. Cameron, V.C., had been persuaded to come and talk to us. It was a very great thrill.

On Trafalgar Day, 50 of our members were entertained to tea at the Trafalgar Club. It was a most enjoyable afternoon. We presented the club with a cheque for 40 guineas for their Amenities Fund. This money was raised entirely by the collection of "ship" halfpennies—20,160 of them.

We are always delighted to welcome any new members, and also would be very pleased to see any member of the three Portsmouth branches should they find themselves in the Gosport and Fareham district. All particulars can be had from the secretary, Mrs. Thomas, 32 Anglesey Road, Gosport. (Phone: 8796.)

### Southsea Branch

At their meeting on October 11 at Forrester's Hall, the members of the Southsea Branch of the R.N.F.U.S.W. heard a most interesting talk on the

history of Portsmouth given by Mr. J. R. Sturges, W.E.A.

Next month there will be no meeting at Forrester's Hall as the Southsea Branch and H.M.S. Vernon Branch are holding a combined sale of work in H.M.S. Vernon on November 8. Preparations for this are now taking place, and members are contributing needlework, handicrafts and other items for sale on the various stalls.

The Christmas outing is being planned. A coach trip is arranged to London for the day on December 14, and seats for theatres and ice shows are being booked for members who wish to see a show.

The next meeting at Forrester's Hall will be on Monday, December 13, when a Christmas party is being held, with carol singing and old-time dancing. Any wives who wish to join the R.N.F.U.S.W. will be very welcome to come to the sale of work or the Christmas party.

## H.M.S. Vernon Branch

The H.M.S. Vernon Branch of the R.N.F.U.S.W. met in the Wardroom Annex of H.M.S. Vernon on Wednesday, September 29, at 2.15 p.m.

After photographs had been taken by the Portsmouth Evening News photographer, Mr. Stewart, the Rev. W. G. Sandey opened the meeting with prayers, and the last verse of the hymn, "Eternal Father," was sung, accompanied by Mrs. J. A. Crace on the piano.

The branch's chairman, Mrs. N. A. Copeman, then introduced the new vice-chairman, Mrs. R. A. Villiers, and expressed the branch's deep regret at the death of Mrs. Higham, who had been the popular and hard-working honorary secretary and treasurer of the Portsmouth Central Branch for very many years.

In announcing the future programme of events, Mrs. Copeman mentioned that the combined branches of Southsea and H.M.S. Vernon are holding a sale of work in the H.M.S. Vernon Cinema on Monday, November 8, which is to be opened by Lady Creasy; and that Pauline Annesley, the Portsmouth artist, had presented one of her own pictures to be raffled; also that Mr. J. A. Davison, the Portsmouth Cathedral organist, has kindly consented to arrange for the cathedral choir to sing Christmas carols at the children's party on Wednesday, December 15, in the H.M.S. Vernon Cinema.

The new committee elected at the annual election which then took place was: Chairman, Mrs. N. A. Copeman; vice-chairman, Mrs. R. A. Villiers; hon. treasurer, Mrs. F. Coxwell; hon. secretary, Mrs. G. A. G. Williams; committee, Mesdames L. Brooks, W. W. C. Boatman, A. L. Brewer, C. H. Clark, L. N. Buck, L. V. Vass, J. Riley and A. Wait. Organiser of sewing party, Mrs. W. H. Walmsley.

## Programme for November:

Wednesday, November 3.—Sewing meeting in Wardroom Annex, H.M.S. Vernon, 2.15 to 4.15 p.m.

Monday, November 8.—Combined Southsea and H.M.S. Vernon Branches sale of work, to be opened by Lady Creasy, in H.M.S. Vernon Cinema.

Wednesday, November 24.—Beetle drive, Wardroom Annex, H.M.S. Vernon, 2.15 to 4.15 p.m. All H.M.S. Vernon or ex-Vernon wives welcomed.

## MRS. HIGHAM

THE DEATH occurred, at Queen Alexandra Hospital, Cosham, last month of Mrs. Gwyneth (Sue) Higham, wife of Cdr. W. E. Higham, R.N. (ret'd.), of 16 Villiers Road, Southsea.

Mrs. Higham was for many years, and until her death, honorary general secretary of the R.N.F.U.S.W. in the Portsmouth area. In connection with this, she was also largely responsible for organising and running the crèche in the Dockyard for Navy Days each year.

She was held in the highest regard by her many friends, and much beloved by all members of the R.N.F.U.S.W.

Her cheerfulness, charm and sound common sense were an inspiration to all who came in contact with her, and her ready and practical help was always most willingly given, either to individuals or to the four branches of the R.N.F.U.S.W. for whom she was responsible.

The funeral service, which was held at St. Patrick's Church, was attended by Lady Edleston and representatives of all branches of the R.N.F.U.S.W., and was followed by cremation at Southampton.

## Make the most of your MONTHLY ALLOTMENT!

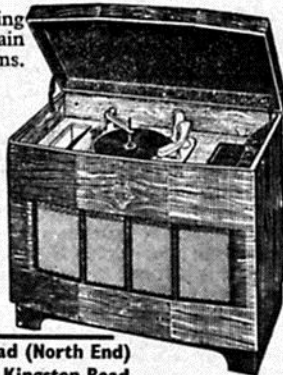
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The Savoy Ballroom. Radio Band Every Friday



## Sportsman of the month

ALMOST 20 YEARS of Service football is an accomplishment to be proud of.

Joining the Navy in 1936, with his S.264 marked "Ipswich schoolboy goalkeeper," Morphew found himself selected for the Victory team a few days after joining barracks. Soon after this, H.M.S. London came home for the Royal Fleet Review, and requiring a good Stoker II and a very good goalkeeper, Morphew, with kitbag and hammock, made his way to South Railway Jetty to join his first ship.

With the London, he obtained honours representing the 1st Cruiser

although he is playing as well as ever, this season may well be his last chance.

In inter-part football for the C.P.O.s' Mess he plays at centre forward, where in five games he has scored 12 goals.

A good snooker and billiards player, he is the proud father of two daughters, both of whom have obtained medals for ballet dancing.

All in Dolphin and the Command who have seen him perform over the years hope that a Navy "Cap" will come his way.



"Goalkeeper"

MECHANICIAN TOM MORPHEW  
H.M.S. Dolphin

Squadron, which, prior to the war, had a first-class football team.

Having played throughout the war in Africa, Ceylon and Malta, his experience on returning home obtained him a place in the Portsmouth Command XI in 1948-49. He was again selected in 1953-54, and has also played in the first Command game for this season.

Very keen to obtain a place in the Navy side, Morphew considers that

## The Royal Naval Association

### PORTSMOUTH BRANCH

SINCE THE second issue of this paper, when we published the details of The Royal Naval Association, we have had many inquiries and requests for joining particulars. At the same time we have had the pleasure of welcoming in the region of 100 new members. We are always pleased to see these new members, as each one makes the association stronger, and it is most important that we get all support possible.

For some time past, efforts have been made to obtain more land so that our present headquarters and club at Pitt Street could be extended. Now, owing to the efforts of certain senior officers of the port and of our chairman, Shipmate C. W. Bright, the Admiralty have granted us this land. It will be seen, therefore, that the Admiralty gives the association its full support. By being able to extend our club, it will give us the necessary space to erect our billiards tables, for which space is not at present available. It will also provide more room for our stage and concert hall, thus allowing us to improve our present standard of entertainment, which is already classed as high.

It was with regret that we said farewell to one of our patrons, Admiral Sir John Edleston, on his retirement. He gave us every assistance during his two years in the post, especially when we asked if there would be any possibility of asking for a club extension.

### Annual Rally

On Sunday, September 26, the annual rally of No. 3 Area, R.N.A., was held in the Royal Naval Barracks. This area includes all branches in Hampshire, Sussex, Wiltshire and the Isle of Wight, numbering some 29 branches in all. After marching from Pitt Street, the parade was inspected by the Commander-in-Chief, Admiral Sir George Creasy, who afterwards took the salute at the march past. We were proud to know that this was the Admiral's first official function on becoming Commander-in-Chief, Portsmouth. A concert was held in the Victory Theatre in the evening, the artistes being provided by the Portsmouth and Gosport Branches.

We are already making our plans for the Christmas season. There will be plenty of entertainment during this period, so why not come along and see for yourself by joining the association which is for you of the Royal Navy and Royal Marines.

### Forthcoming Events

Saturday, November 6. — "Gems" Concert Party.

Friday, December 10. — Annual dinner and dance.

Saturday, December 11. — "Melodians" Concert Party.

Saturday, December 18. — Children's Christmas party.

E. N. S. P.

### HAVANT BRANCH

THE BRANCH meeting on October 5 was very well attended. So much interest was taken in the business of the meeting that it was necessary to hold an extra meeting on October 19 to complete it.

Emigration seems to be of particular interest to ex-Service men at present. During the past month several members of the branch were helped to obtain information about assisted emigration, permits and employment in other countries of the British Commonwealth.

On November 6 the branch annual dinner will be held. This takes place each year on the nearest Saturday to the anniversary of the branch's inaugural meeting.

## RETURN TO "OSPREY"

BEFORE I returned to H.M.S. Osprey at Portland in January of this year my thoughts often wandered back to the happy period I spent there between June, 1947, and October, 1949. Countless times I found myself wondering how it was faring and what changes the passing years have brought in their wake. One is inclined to remember those happier years more so than the others, and it is because I realize that I am not alone with these thoughts that I shall try to compare the period of Osprey as it was then to the Osprey of today.

Geographically, of course, this establishment of the Asdic world has not changed a bit, it is still miles from anywhere and the hill leading to and from its main gate is just as steep and tiring as it always was. Now, as then, the eager matelot glides swiftly down its greasy slope to his run-ashore, and returns wearily through the unfriendly dockyard to stagger up that bitter last lap to collect his card and so to bed. But unlike the yesteryear this need not be so, for now the Southern National buses maintain a fairly reasonable service both morning and evening to and from Weymouth to Osprey's doorstep. With the last bus arriving just before midnight there should be no need for this beery hike. However, buses are missed, so the walk remains.

### Growing Up

On returning to Osprey again I had the impression that it had grown up by sheer accident over the passing years. I often find myself thinking of its birth as an anti-submarine school, away back in the distant past. I picture a small group of naval officers and one or two dockyard officials climbing up the hill from the dockyard—probably a goat track in those days—looking for a level strip of land where they could put up a hut or two, and discovering with great joy this elongated plateau where Osprey stands today; I always imagine that after the erection of those first few huts, and of course a flagstaff, it was found necessary to erect more and more huts and eventually buildings to cope with expanding

business. These were placed on every piece of level ground that could be found, and so today Osprey is a place of varying levels, with one main platform and many smaller ones interconnected by paths and roads of varying slopes and, of course, dozens of steps.

Small structural changes in the general layout take place with every passing year, and although at first all seemed to be the same as when I left it, I found on closer inspection that it was not so: a Nissen hut had been pulled down here and there to make way for some other creation. Huts that were used as lecture rooms now play a different note in Osprey's existence. Most notable of these is what was called No. 11 Lecture Room, adjacent to South Block. This is now the Chapel, nicely decorated with a small but attractive garden at its front. Here on Sunday mornings a very pleasant service is held with a local girls' choir to lead in song.

### Modernization

During the past year or two Osprey has been going through a period of modernisation and a general spring-clean throughout. Apart from installing the latest Asdic equipment, which is still going on, great improvement has been made in the victualling arrangements for the ship's company. General messing as it was, has given way to a modern cafeteria service with all the latest devices laid on. The old steam-soaked South Block Galley, with its ancient Admiralty-pattern stoves, coppers and steam-chests, has been replaced by up-to-date shining vessels, pleasing to the eye. 'Tis true one old-fashioned stove and a mixer is all that remains of the old set-up. The galley also has been rearranged, doorways have been filled in and others made to meet modern requirements.

During the past months electricians and their labourers have been installing mains which will bring alternating current to Osprey, when this has been completed the use of more modern electrical apparatus can be used for our domestic requirements and entertainment. In the laying of these cables trenches were dug across paths and roads and in this respect we gained much benefit, for now the parade ground, roads and paths, that were

hitherto in sad need of repair, are completely covered with new, smooth tarmacadam.

### Social Activities

Painters have also been busy for a very long time, and most places have been completely redecorated, and now instead of the badly marked ceilings and walls where brown and cream paint showed here and there, all is clean and tidy with new cream and green paint predominant everywhere.

Perhaps the greatest change that I have noticed since my return is in the social activities of the Establishment, for here the Wrens took most of it with them. Due to their organization alone such entertainments as weekly dances and whist drives, jumble sales, concerts, and their keenness to play their part in sport at all times, led to many happy occasions for one and all alike. In this respect, as well as duties they so ably performed, they are sadly missed.

It is true that the Cinema still pushes out its two-nightly programme, but here again that girlish laughter seems to be missing from the rows of qualifying U.C.3's and the like, and the O.O.D. is no longer concerned about shutting the park gates at 2300 hours. However, Osprey of today is much the same in routine and general contentment as it always was, but it would be very pleasant to be able to attend the Wrens' end-of-term dance. But, alas, this cannot be, enjoyable though such dances were. Osprey goes on to achieve its end, but those of us who span the years remember.

## Re-engagement

The tar who waters down his tot  
With water well chlorided,  
Makes his little quite a lot,  
So thus is well provided.  
And he who drinks his issue neat  
Without a quake or quiver,  
Has no reserve of further treat  
Save hobbles on his liver.  
No matter how he takes his tot,  
The tar who re-engages  
Can have no quarrel with his lot  
And draw his tot for ages!

H. G. Middleton

## Letters to the Editor

SIR,—May I say how greatly NAVY NEWS is appreciated by my shipmates of the Hastings and St. Leonards Branch of the R.N.A.? We do not get a full muster at our meetings, but we, in common with most branches, have our "stalwarts," and two dozen copies of your esteemed newspaper—or shall I say *our* paper?—are distributed before we start our business; and several times we have to call on shipmates not to read the paper while the meeting is in progress.

I know, too, that several of these copies are handed on to ex-naval men who do not yet belong to the R.N.A., and one goes to an active service member in the Far East. So, you see, the NAVY NEWS is distributed far and wide.

We all agree it is fine value, and may it go on from success to success.

A. C. Hood, Vice-Chairman,  
Hastings and St. Leonards R.N.A.

SIR,—In H.M.S. Dryad we have quite a large number of ratings on course from Devonport and Chatham. This state of affairs is no doubt true for other training establishments in the Portsmouth Command.

May I suggest that your excellent paper should print a commissioning forecast for all three Port Divisions, and thus enable the strangers in your midst to keep in touch with forthcoming attractions in their home ports?

T. Oggie

H.M.S. Dryad.

SIR,—In the October edition of PORTSMOUTH NAVY NEWS, under the heading "Reserve Fleet" (page 7, column 5), I quote:

"Our motto, not yet latinised, is: 'We may bend but never break.'"

I served in the battle cruiser Inflexible during the First World War, whose motto was that which appears to have been adopted by Reserve Fleet. I wish to submit the motto herewith in Latin (spelling not guaranteed): "Qui vult me flectere frangam" ("We may bend but never break").

Any other Old Inflexibles remember it?

V. G. Filmer,  
Snr. Commissioned Boatwain,  
R.N. (retd.)

Sunshine Holiday Camp,  
Hayling Island.



## R.P.C.

What is the good old flotilla

custom that has come right back

into wardroom and club popularity? Requesting Plymouth's Company—with pink, tonic, vermouth, squash or just plain water! Plymouth, the Navy's own gin, is right back to pre-war perfection. R.P.C. at any good bar.

## PLYMOUTH

the GIN of pre-war perfection

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## Message from the Captain, H.M.S. "Mercury," Captain J. R. B. Longden, O.B.E., R.N.

NAVAL COMMAND, be it world-wide or in a local action, cannot be exercised without accurate, speedy and secure communications. It is the responsibility of the Communication Branch to provide the officers, men and women required to plan, control and operate the links for passing orders and intelligence which enable the Navy to function as a co-ordinated weapon in modern war.

Over these links pass also the host of less spectacular but in the broadest sense no less vital messages concerning stores, drafts, welfare, mail and all the many matters necessary for the administration of the fleet and its men in peace and war.

I should like to stress three things in particular about the modern communication branch.

Firstly, responsibility comes early to the communicator. From his first ship onwards in his Service career, on his personal efficiency may depend the fate not only of himself and his ship but also, as you will see elsewhere on this page, of battles and nations.

Secondly, communicators are relatively small in numbers and scattered throughout the Fleet, from the aircraft carrier to the minesweeper

### THE NAME'S THE SAME

H.M.S. MERCURY is named after the Roman god, Mercury, who was the messenger of the gods. He was also the patron god of thieves and pickpockets, but no conclusions should be drawn from this!

and the individual aircraft, but the communication network that binds the Navy binds the branch in an *esprit de corps* which is its particular hallmark.

Thirdly, since 1949 it has been necessary for every man of the branch to become a N.A.T.O. communicator and to learn at first hand, often alongside his foreign counterparts, some of the problems of making an alliance of many countries a working reality.

Service in the signal and telegraphist branches has always exacted a very high individual standard of knowledge, reliability and personal integrity which has attracted many of the best type of men to communications.

I am happy to say in these days when communications are increasing in complexity and demands on human efficiency, that this is still so.

The branch has signal schools at each of the three home depots to which the communication rating returns for training between drafts to the Fleet, and signal training centres abroad at Malta, Simonstown and Singapore.

H.M.S. Mercury, at Leydene, near Petersfield, in addition to being the Portsmouth depot school, is the centre for officer and advanced rating training. When the building programme now in progress at Leydene is complete, H.M.S. Mercury will be a home of which the Communication Branch may truly be proud.

# Communication Branch

## The Modern Navy

The modern Navy is becoming increasingly dependent on the services provided by its communication branch. The faster and more complicated becomes the conduct of maritime operations, the greater is the need for efficient, reliable and speedy communications.

### Historical

ONLY IN the last 200 years has a proper method of signalling between ships been developed, while it was not until the introduction of wireless telegraphy, now known as radio communication, that instantaneous long-distance communication became at all possible.

Up to the middle of the 17th century only the most rudimentary methods of signalling were available. There were special flags for signalling the sighting of the enemy, distress and for summoning a council of war on board the flagship, but no method, other than carriage by hand, of conveying any other messages. With the development of naval tactics in the late 17th and 18th centuries the signalling system had to be improved to enable the necessary orders to be given. Not until 1790, however, was a flag signalling code based on 10 numeral flags introduced. This was the code of Lord Howe, in which combinations of one, two or three numeral flags each had a special meaning. The signal book of today still employs the same principle, but the letters of the alphabet are used in addition to figures. During the 19th century the mechanical semaphore and the flashing lantern using the morse code were both introduced. Mechanical semaphores were removed from ships during the last war, but hand semaphore and the flashing light are still, with flags, in constant use today.

Shortly before the First World War came the introduction of wireless, or radio. Starting as a "scientist's toy," radio was to revolutionise both communications in particular, and the whole conception of naval operations in general. No longer was the issuing of orders in battle the monopoly of the man on the spot. For example, during the Bismarck chase during the last war the dispositions of the Home Fleet ships were ordered by the Admiralty, and at one moment the Admiralty actually gave the order "steer north" to the Commander-in-Chief afloat. Again, Capt. Vian in the Cossack obtained approval to enter Norwegian

territorial waters to board the Altmark, from the Prime Minister himself at the time. So began the tendency which led to the control of operations in an area being conducted from a maritime headquarters ashore. This headquarters, well equipped with communications, is able in a way no one ship can be, of collecting and distributing information and orders.



Visual signalling by

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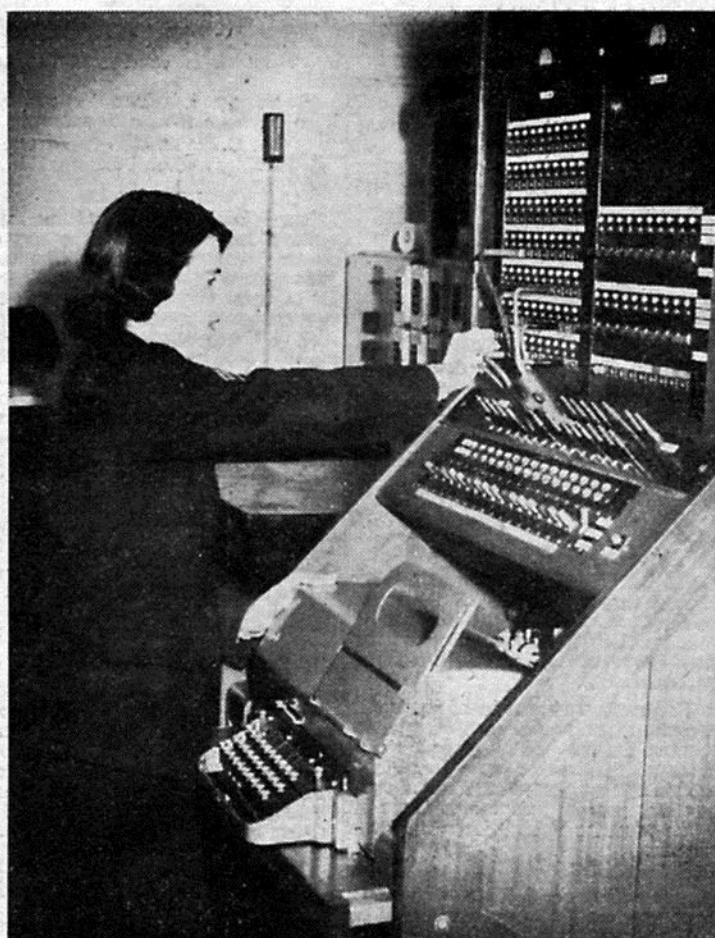
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A signal Wren operating teletypewriter switchboard

### The Communication Officer

Only in the communication officer's training are all aspects of communications combined. One long (C) qualifying course for executive lieutenants is held each year in H.M.S. Mercury. The course lasts a year, during which the subjects covered include fleet work (which covers the instructions for manoeuvring a force at sea, together with its general conduct in various operational roles), radio theory, radio communication organisation, cryptography and radio telephony. This list of subjects gives some idea of the varied tasks performed by the communication branch as a whole.

The commissioned communication officer does a six-month course before qualifying, also held at H.M.S. Mercury. He will have been selected from ratings of either the signal or telegraphist branch, and his course will therefore be arranged to give him the most instruction on the subjects with which he was not previously familiar. Commissioned communication officers and junior long (C) course officers may find themselves as communication officers of large ships, or on the communication staff of a flag officer.

Squadron and fleet communication officers are chosen from long (C) course officers of the appropriate rank; there are also shorter courses to enable officers of the R.N.V.R. and W.R.N.S. to qualify in certain aspects of communications.

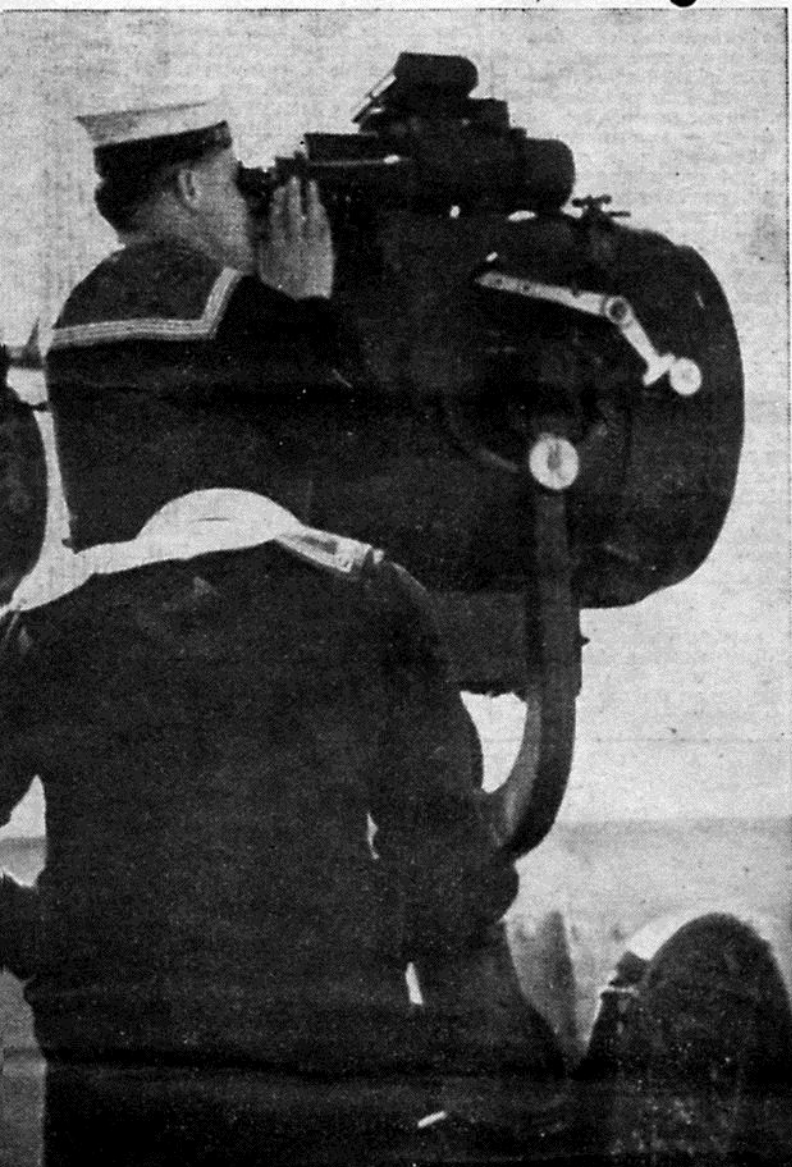
### The Communication Rating

There are two sub-branches of the communication branch, the signal and telegraphist branches, each containing male ratings and W.R.N.S. During the war there was also a coder branch, recruited entirely from hostilities-only personnel, but this was disbanded after the war, and exists now only in the Reserves. There is, however, a coder educational branch, recruited from National Service men, who combine the duties of taking classes of boys and ordinary ratings in educational subjects and of cryptography. This branch thus provides a pool of reservists trained in cryptography.

For the Regular rating there are two methods of entry into the communication branch: half-way through their training a number of seaman boys are



# h of the Royal Navy



signal projectors

selected to transfer to signal boy or boy telegraphist, becoming ordinary signalman or telegraphist at the age of 17½. On the other hand a man may join the branch on entry. If he is under 17½ he becomes a junior signalman or telegraphist, if over this age an ordinary signalman or telegraphist.

Subsequent advancement in the branch is similar to that of the rest of the service, but a qualifying course followed by an examination is required before a man is eligible to be advanced to leading and petty officer rating. Since a man may be unavailable to take the course when selected, and therefore be penalised in his advancement, he may be examined provisionally without a course when otherwise fully eligible for advancement if he wishes. If he passes he may be advanced to the acting higher rating, but must subsequently take the course and pass the examination at the end of it before he can be confirmed in the rating.

Signal Wrens and Wren telegraphists enter the W.R.N.S. as such. Their training is similar to that of the male ratings, omitting subjects which are required at sea only. They are thus able to replace men in almost any communication duty ashore.

## The Work of the Communication Branch

To many the only known activities of the communication branch are those of the signal ratings on the bridge and flag-deck of ships. The telegraphist is usually a ghost on the other end of a voice-pipe, or the inhabitant of an office to which admission is severely limited, and from which issues a stream of cups of tea for the signal ratings on watch above decks. Nor is it always realised that signalmen are also found in the main signal office engaged in typing, distributing and filing messages.

The main strategic network of naval communications rests upon a number of large communication centres ashore. These centres are connected with each other by radio teletypewriter circuits and by other radio circuits, either morse or teletypewriter, telephones and line teletypewriters, with smaller centres or establishments. Messages to and from ships at sea are passed by morse on radio circuits through main

the watch. Other senior ratings will be found there, of both branches, routing, recording and checking messages. In the wireless room will be a number of teletypewriters connected to radio circuits, in communication with distant stations, possibly the other side of the world. There will also be morse bays for communication with ships at sea and radio telephone bays for harbour inter-communication.

A chief petty officer telegraphist will probably be in charge of the watch and the office will be manned by male or Wren telegraphists. In the main signal office signal ratings will be typing, duplicating and filing messages, while in the cryptographic office either signal or telegraphist ratings will be found. Once again, in each case, either men or women may do these jobs.

In the line teletypewriter room, signal ratings or signal Wrens will be passing and receiving messages to shore stations or ships in certain berths, while in the signal station on top of the hill signalmen will be using flashing light and flags to communicate with ships in harbour.

A number of telegraphists, by taking a special course, may qualify as telegraphist (flying). They man the radio in three-seater naval aircraft, shore or carrier-based. This is only one of a number of little-known duties given to the communication branch. Some were included in the British North Greenland Expedition, while others were amongst the first to land on the enemy coast during amphibious operations in the war, to set up signal and wireless stations on the beach.

## The North Atlantic Treaty Organisation

One of the first requirements in turning the North Atlantic Treaty Organisation from a paper conception to a working concern was the provision of common communication procedures, codes and general doctrine. The communication rating has therefore become very conscious of N.A.T.O. and its practical application.

The birth of the organisation meant that he was showered with a mass of new publications, agreed by all the Allies, in many cases replacing those of long standing with which he had become very familiar. Thus a large part of his job had to be relearned by the senior rating. Everyone concerned has proved very adaptable, and the achievement has a very deep significance. All members of the branch are now equally at home, whether the stations and ships with which they are in contact are all British or of every Allied nation. During N.A.T.O. exercises they may find themselves manning a headquarters alongside ratings from other Allied countries, and may



Telegraphist using a modern Naval wireless transmitter

## ROYAL MARINES BARRACKS, EASTNEY

ON OCTOBER 7, a guard of honour was paraded for Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., Commander-in-Chief, Portsmouth, when he returned the call of Major-General Moulton. The guard, provided by the Technical Training Company, was commanded by Capt. S. V. Worlock. The Regimental Colour was carried by Lieut. R. M. B. Ottway-Ruthven.

During the State Visit of the Emperor of Ethiopia, a street-lining company, provided by the detachment of H.M.S. Bulwark and ranks from the Training Company, was sent to London under the command of Capt. S. V. Worlock, with Capt. P. Ravenshaw and J. Clarke commanding platoons. Lieuts. C. G. Bellamy and D. L. Quedstedt carried the Queen's and Regimental Colours on this parade.

On Saturday, October 16, Major-General G. E. Wildman-Lushington, C.B., C.B.E., the Honorary Colonel Commandant of Portsmouth Group, attended the passing-out of 623 King's Squad. At the conclusion of the hour's drill, which was carried through in a persistent drizzle, the King's Badge for the best recruit was awarded to

Marine Cyril Dann. The British Empire Medal was also presented to ex-Q.M.S. W. Curran, and Long Service and Good Conduct Medals were presented to C/Sergts. P. R. Lee and H. Rigby and Sergt. R. E. A. Craig.

## Band Notes

Her Majesty The Queen has kindly presented the piano which was aboard the Royal Yacht Victoria and Albert to the Portsmouth Group Band. The piano was originally a wedding present from the firm of Steinway, of Hamburg, to Her Majesty Queen Alexandra.

## Sergeants' Mess

The annual ball was held at the South Parade Pier on the evening of Friday, October 15. Among the many guests were Major-General G. E. Wildman-Lushington, C.B., C.B.E., Major-General C. R. Hardy, C.B., C.B.E., D.S.O., and Major-General J. L. Moulton, D.S.O., O.B.E., the Group Commander. A great ovation was given to the Royal Marines Volunteer Cadet Corps Band, under the leadership of Bugle-Major J. Weight.

even have to man such a headquarters in another country.

## The Signal Schools and Training Centres

The principal naval signal school is H.M.S. Mercury. There are also schools at Chatham and Devonport, and signal training centres at Malta, Klaver (Simonstown), Singapore and Hong Kong. All officers' and senior ratings' courses are carried out in Mercury, while courses for leading rating and lesser courses are held in the other signal schools and training centres.

In H.M.S. Mercury courses are also held for officers from India, Pakistan, Ceylon and the European N.A.T.O. countries.

## H.M.S. Mercury

Until the last war the Signal School formed part of the Royal Naval Barracks in Portsmouth. Forced to leave by the demolition of their quarters by bombing, Leydene House was requisitioned and the Signal School moved in, the establishment becoming known as

H.M.S. Mercury. The property was purchased by the Admiralty in 1948, and since then it has been possible to start replacing the Nissen huts and temporary buildings erected during the war by permanent buildings. A start has been made by building five accommodation blocks for junior ratings, and a chief petty officers' block. High on a hill 15 miles from Portsmouth and seven from Petersfield, in the heart of the Hampshire countryside, Mercury is singularly fortunate in its situation.

## Conclusion

While the communication branch demands a high standard of knowledge in a number of directions, and the members of it may find themselves worked hard, it certainly offers a most varied and interesting life, ranging from the Royal Yacht service to the rear seat of a multi-seater aircraft or an overseas shore wireless station. Whatever his job, the communicator cannot fail to realise how greatly the service depends on his knowledge and efficiency.

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## WHAT'S ON - - November, 1954

- 3.—Command soccer: Divisional Final, Navy Cup. Portsmouth.  
 3.—Rugby: U.S. v. R.M. Corps. Home.  
 3.—Hockey: U.S. v. Aldershot Services, Portsmouth.  
 4.—Command boxing: Aldershot Services, Portsmouth.  
 6.—Rugby: U.S. v. Bath. Home.  
 6.—Hockey: U.S. v. Hawks. Home.  
 6.—Hockey: Saunders Roe. Away.  
 6.—R.N.A.C. (South) cross country: Eastleigh A.C. Eastleigh.  
 6.—Portsmouth v. Everton. Home.  
 6.—Grand Operatic Concert, Wesley Hall, Fratton. 7.15 p.m.  
 6.—Evening dress dance, Nuffield Club, Portsmouth, 9 p.m.-12.  
 7.—Concert. Southern Philharmonic Orchestra, with Diana Merrien (piano) and Dennis Brain (horn). King's Theatre, Southsea. 3 p.m.  
 10.—Soccer: R.N. v. Cambridge University. Portsmouth.  
 13.—Rugby: U.S. v. London Scottish. Home.  
 13.—Hockey: Southsea. Home.  
 13.—R.N.A.C. (South) cross-country: South of Thames A.C. (Junior).  
 13.—Portsmouth Res. v. Coventry. Home.  
 13.—Informal dance to gramophone. Nuffield Club, Portsmouth.  
 17.—Hockey: U.S. v. R.M.A. Sandhurst. Home.  
 17.—Portsmouth Res. v. Southend United. Home.  
 18.—Command Boxing: Southampton A.B.C. Portsmouth.
- 18.—H.M.S. St. Vincent ship's company dance. Kimbell's Ballroom, Southsea.  
 19.—Dance at Royal Sailors' Home Club, Queen Street. 8 p.m.-12.  
 20.—Rugby: U.S. v. St. Mary's Hospital. Portsmouth.  
 20.—Hockey: U.S. v. Maidenhead.  
 20.—Portsmouth v. Cardiff City. Home.  
 20.—Cross-country: Southampton A.C. Dryad.  
 20.—Informal dance to gramophone. Nuffield Club.  
 21.—Concert. Southern Philharmonic Orchestra, with Iris Loveridge (piano) and Dennis Brain (horn). King's Theatre. 3 p.m.  
 22.—Regulating staff. Portsmouth Command, dance at Kimbell's Ballroom, Southsea.  
 23.—Victoria Barracks Ship's Company dance. Savoy Ballroom.  
 24.—Portsmouth Res. v. West Ham United. Home.  
 25.—Command Boxing. No. 4 Training Battalion.  
 25.—Navy Trials. Hockey.  
 25.—A.S.R.E. Sports Club annual dance. Kimbell's Ballroom, Southsea.  
 26.—Hockey: Navy trials.  
 27.—Rugby: U.S. v. Fleet Air Arm XV. Home.  
 27.—Cross-country: Eastleigh A.C. Dryad.  
 27.—Hockey: Isle of Wight. Home.  
 27.—Portsmouth Res. v. Birmingham City. Home.  
 27.—Hockey: Navy trials.  
 27.—Informal dance to gramophone. Nuffield Club, Portsmouth.

## BOOK REVIEWS

## FIRST VOYAGE: John Gwyther. (Andrew Melrose, 16s.)

The Hydrographer's Department, we are told, is one of the Government Offices capable of paying for itself and even of showing a profit. This circumstance is so remarkable that another book on Captain James Cook, one of the main contenders for that proud title, Father of Modern Surveying, deserves honourable mention if only for drawing attention to that most important and perhaps least publicised of the Navy's manifold activities.

His great work of exploration apart, however, Cook emerges as a most likeable character. By sheer ability he rose from grocer's apprentice to a coveted command in the Royal Navy. By sheer force of personality he preserved his men and his ship through every peril of navigation and against the deadliest perils of disease and superstitious fears. By the courage of his humanity in a brutal age, and by the unaffected, good-humoured manliness of his life, he stands on that high pinnacle of admiration which we reserve for the truly great. His fame is only less than Nelson's because the victories of peace, despite the poet, are always less renowned than those of war.

Mr. Gwyther's book says all this extremely well, partly because of the easy flow of his own narrative, partly because he has had the wisdom to let Cook speak directly to the reader through the words of the Account of a Voyage round the World and of the Journals. Showing his hero as a discerning judge of a ship, a piece of land or a pretty woman, a just commander and a consummate seaman, the author says again to all the world: This was a man.

seen fit to close. No doubt, like all of us, he is much older than he was 10 years ago and, like most of us, is developing with the years a fondness for delving sage counsel out of the field of memory. The petty imperfection is in any case lost in the final analysis. For here is one of the most readable of memoirs. The initiated will delight in the details, with their undoubted authenticity. The entrance of Chief Petty Officer Wilmot — the unforgettable Wilmot, "of the yellow fangs and the bloodshot and unremitting eye" — secures from page 12 onwards the rapt attention of anyone who ever suffered, and learned, under him.

As a story of the war life and times of a Fleet Air Arm pilot, "Sea Flight" hits the right note. Naval aviation is often lengthily bored interspersed with the habitual excitement of deck-landing. Naval pilots frequently do not know whether to be more irritated or more amused at such aspects of their professional lives as the scorn of the salt-horse, the awful wisdom of the non-flying pundits, the Christmas-tree fixations of naval aircraft designers or kindly indulgence of the general public who believe him to be a member of the Royal Air Force masquerading for some unaccountable reason in naval uniform. But there is always the pure joy of flight, the sense of achievement after a difficult flight on instruments alone for the first time, and the delightful story of the squadron which, being anxious to shine in the fast deck-landing line, forgot that wet decks are very, very slippery.

R. I. C.

## ROYAL INDIAN NAVY CLUB REUNION

THE MAIN item discussed when The Royal Indian Navy (1612-1947) Club held their annual reunion in London on October 2, was whether the historical relics of the East India Company Marine, Royal Indian Marine and Royal Indian Navy should be left in Bombay Museum or brought back to the National Maritime Museum, London. Items in the museum included relics of Captain Scott's Polar Expedition. It was generally agreed that these should be left in Bombay, where they were known to be valued as of historical and traditional interest to the present Indian and Pakistan navies.

The distribution of prize money was said to be forthcoming shortly. It was made known that delay had been caused whilst considering how this should be divided amongst personnel from the Royal Navy, Royal Australian Navy and Royal New Zealand Navy, who had been loaned to the Royal Indian Navy during the war.

Silence was observed for the following, who were known to have died during the past 12 months: Capt. (E) F. Olford, Cdr. C. H. Boykett, Capt. (E) F. B. Phillips, O.B.E., Capt. (E) J. S. Page, Lieut. (E) J. McB. Calder, Capt. F. M. Barwick, O.B.E., and Mrs. Bomer.

There was a reunion lunch and tea. In the evening members were joined by their families and friends for the rest of the reunion.

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See page 11

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## ADMIRAL ON HORSEBACK: Geoffrey Willans. (Michael Joseph, 10s. 6d.)

That apocalyptic story concerning the subtle distinction between the second biggest navy and the second best is here given three-dimensional reality. The smaller navy is finding that its problems, personal, tactical or strategic, increasingly have to be solved within the limitations imposed by subordination to the larger. The members of the smaller navy, too, are aware that subordination, despite the beatings of the publicists, is very real; as a result, they are sensitive, perhaps unduly sensitive, to either criticism or praise. The larger navy, on the other hand, finds that it is tending to become a vast maritime bureaucracy. Thus we are shown two admirals, the one with the least and the one with mostest, each attempting to solve what is essentially the same problem, the problem of perspective. The theme is well worked out, and the result is a real contribution to naval thinking in these days of alliances.

All that sounds pompous in the extreme. But this is far from being a pompous book. It is true satire, witty, sometimes stinging, always in touch with realities it tilts at, and with a tremendous sense of fun. I loved particularly the Parisienne who specialised . . . but no! That each reader must discover for himself, and apply to his own favourite admiral.

## THE DEEP SIX: Martin Dibner. (Cassell, 12s. 6d.)

To the United States Navy, a little cousin for the Caine Mutiny. Godparents, the Cruel Sea.

Take a cold and inhospitable — or warm and inhospitable — sea. It is no longer fashionable to "follow the gull's way," or "ride over the wine-dark sea." Float upon that sea a ship in an advanced state of obsolescence, age and decay. Fill that ship — man is hardly the word — with psycho-neurotics; add a dash of sexual immorality and, if it can be managed, a suggestion of abnormalities. Stir vigorously with a tempest, a sinking or a bloody battle about one third from the end. Kill off the majority of the brave and the likeable, if any such have managed to stray on board; nominate for decorations those whose secret cowardice has gone unremarked by the captain alone; and bring the principal character — no hero, of course — safely out at the other end, sadder, wiser, and with his next ship — a fine new vessel crammed with amiable officers and thoroughly sane sailors — straining at her hawsers. It only remains to say that, once one has disentangled the American idiom, "The Deep Six" (which one may take to be an advance upon "full fathom five") is one of the most enjoyable depressants one could hope to meet.

## SEA FLIGHT: Hugh Popham. (William Kimber, 15s.)

If this admirable book has a fault, it is in the rather sententious "Afterthoughts" with which the author has

LONDON. — Mr. William Klem, a Dutchman, is one of those rare individuals who can perform incredible feats of mental arithmetic. He is in London to give lecture demonstrations to schools and to make B.B.C. recordings. In a recent demonstration he took five seconds to give the logarithm of 49,645 to five decimal places, and in 15 seconds multiplied two 10-digit figures together. He knows his tables up to 99 times 99, all the prime numbers up to 5,000, the squares of all numbers up to 1,000, and cubes up to 100.

TORQUAY. — A speaker at the European Management Conference in Torquay said that he thought a minute of commercial television would cost advertisers about £750, of which about £250 would be the cost of production and £500 the rate charged by commercial television stations.

SANDWICH, KENT. — Terrormycin, the drug which has proved itself effective against 80 human infections, is to be mass-produced in Britain before the end of the year. It will be made in a new factory outside Sandwich. Terrormycin, which was first discovered in an earthy mould, will be available freely for humans as a medicine, and for animals as an addition to food. The drug has made it possible for sows to bear three litters in the time normally necessary for two litters. It quickens growth and brings forward the time when piglets can be separated from the sow.

TURIN. — Several black canaries, bred in secret by a Frenchman, will be exhibited for the first time at an international exhibition of birds here in November.

DEVON. — A sheikh, an heir to a sultan, the son of an emir and a prince are among the 15 men and one woman from the Colonies who have started a course which is probably unique in the history of the Commonwealth. At a South Devon technical college in Torquay the future administrators of Zanzibar, Borneo, Johore and a dozen other lands are learning how to govern their territories. For a year the students will study how geography and economics affect development, how the law and social services work, and techniques of administration, like collecting rates and running a filing system.

NORWAY. — The British cable-laying ship Monarch, 10,000 tons, has started

laying the first telephone cable under the North Sea between Britain and Norway. The cable will carry 36 lines and will cost about £1,000,000, which will be met from the N.A.T.O. funds.

FLORIDA. — The rare and diminutive American key deer are in danger of extinction. Their population is down to 94, and biologists say that a herd of 200 is the minimum necessary to ensure the survival of the species. They are named after the small linked "keys," or islands, off the Florida coast, such as Key West.

NORTH POLE. — A R.A.F. jet plane has flown over the geographical North Pole for the first time, the Air Ministry has announced. The plane, a Canberra Aries IV, was piloted by the senior instructor of the R.A.F. Flying College, Manby, Lincs.

SYDNEY, AUSTRALIA. — The coronation archway from Whitehall, London, bought by Manby, Sydney's Pacific seaside suburb, may be put up in Melbourne during the 1956 Olympic Games.

NEW YORK. — Ellis Island, long the place of detention for would-be immigrants and those refused admission to the United States, is to be closed on or about November 15.

SIMONSTOWN, SOUTH AFRICA. — A British mission has started talks with the South African Defence Department in Pretoria on the future of the Simonstown Naval Base.

YARMOUTH. — The "herring moon" is traditionally said to exercise a strange tidal influence at its full on the vast herring shoals on the Smith's Knoll, north-east of Yarmouth. Fishing nightly under the "herring moon," just over 1,200 Scottish and English fishermen have had their best week's catch for five years — over 55,000,000 herrings, worth £140,000.

EGYPT. — Once again Britain is Egypt's biggest import-export trader, says a National Bank of Egypt report. Trade with Britain was about £20,200,000 in the first six months this year.

BELFORT (ALSACE). — A soldier of the 61st A.A. Artillery Regiment stationed here has been charged with "going out of the barracks backwards to pretend he was coming in."

## HAVE A TAVERN

the  
stronger ale  
at a  
lighter price

says  
"Hoppy"





# COMMAND NEWS

## H.M.S. GLASGOW

### The First General Service Commission

"SO LITTLE time, so much to do." Cecil Rhodes's words might well preface an article about a general service commission ship. For whereas in the past a ship recommissioned at a leisurely pace and then gently merged herself into a foreign station, the new regime is different. The ship's company of H.M.S. Glasgow changed over in 13 days. Indeed, there was almost an indecent haste in marching men off and then marching the new batch on. However, even the sceptics agreed that the "swap" was efficient.

Then within days of sailing for the Mediterranean the ship's company were working together in fuelling at sea, transfer by jackstay and other such evolutions which normally takes a new group of men months to achieve. For in a general service commission two year's work has to be done in one, and no time must be wasted. This puts a heavy burden on every man, especially when many of the ratings are young. Glasgow's new commission must be seen against this background.

We arrived in Malta when the weather was warming up. We had a welcome from the Commander-in-Chief, Admiral Mountbatten, and then were sent away to work up. This was done in six weeks. They were hectic weeks, with the gunnery branch hammering their targets with determination to show their proficiency, the T.A.S. men caressing their "fish," and each part of the ship competing for efficiency and speed. After this we emerged a complete confident ship—the flagship of the Mediterranean Fleet. It was no mean feat; we had forced hard and reached a state which, under the old system, would have taken more time. Of course, we lacked the polish, but the gloss was there.

We could then take an interest in lighter matters, and we began to make ourselves felt round the Fleet in sport and other activities. In the Group 1 Cricket Competition we beat the A/W. Squadron, H.M.S. Gambia and, in the final, H.M.S. Bermuda. In the Malta Navy Finals we were defeated by the large shore establishment, H.M.S. Falcon, only after a hard struggle.

We formed camping, rock-climbing, horse-riding and cave-hunting parties. Under the captain's guidance a party of ratings and officers goes hacking most mornings at the Marsa when we are in Malta. Other commitments made it impossible for us to enter a serious team for the Fleet aquatics, but against all expectations S./M. Pharaoh won the 55 yards free-style and came second in the butterfly. We have already started the soccer season with a match in Sardinia and another in Corsica. The former was won and the second drawn. More recently still we lost to a strong team in Yugoslavia. Much of our talent, however, is as yet unknown and we have the utmost confidence that we will retain the Fleet Cup.

Then we have been around and about the Mediterranean. A visit to Gibraltar for the 250th anniversary of the taking of the "Rock" showed us the smartness of our Royal Marines. The agreement with Egypt took us to the Canal to bring back to Malta 45 Commando and their equipment. The addition of 400 men in the hottest of weather brought great discomfort, but we earned the thanks and praise of the Commandos for our organisation. Such a load spoilt the appearance of our newly painted ship and in a violent few days in Grand Harbour we had to clean and repaint in order to take the Commander-in-Chief on his first cruise of the new commission. We paid a short visit (far too short) to Benghazi and Tripoli. In both places the Army entertained us well, and from Tripoli some of us were able to go along the coast and see an old Roman city.

Then came a brief breathing space in Malta after which, with the rest of the Fleet, we sailed for the Regatta in Palmas Bay, Sardinia. We were not expected to win against ships which had been on the station much longer than we have, and we did not. Even so we put up a fighting performance, and in the Fleet Cup came fourth out of 14 competing ships. The weather was unkind to us and in calmer conditions we might have done even better.

The ships of the Fleet then went their own ways to different ports. We went to a charming (but very quiet) seaside town, Calvi, in North Corsica, where we made the most of the holiday atmosphere. Our story ends there because we are in the middle of our visit to Yugoslavia. Next week we return to Malta and a few days later begin our refit. For this we have chartered a plan to bring some wives out for a respite from the English weather. But for those

whose families are not coming out there is the thought that once the refit is over it will not be long before we are steaming up the Solent again.

## P.T. SCHOOL NEWS

### Television Show

A WHILE BACK viewers may have seen the P.T. School presenting a chair tricks and tableau display as their contribution to a "potted" Royal Tournament, presented during the Radio Show at Earl's Court. Those who saw the Royal Tournament in the flesh probably imagined the television show in much the same setting. How those cameras lie! Entertaining though the actual performance may have been, if only one could have televised the rehearsals preceding it, that would have been the entertainment feature of the year.

Imagine an area about one-third the size of the Royal Tournament arena, with a small enclosed passage-way around one-half of it. Into this passage are crowded jeeps, lorries, cavalry, soldiery (with cannon), airmen (with parachutes), sailors (with chairs), the general "lost" public, a host of "controllers"—and girls in crinolines and ballet dress (or undress) from the show next door! In the arena itself three television cameras and all their trappings, with a small army of hangers-on, directors, assistant directors, secretaries and assistant secretaries, etc.—all à la Hollywood—and above, dozens of arc lights keeping the temperature at a steady 90 degrees in the shade, and gently frying all beneath them.

Civilian organisation runs much along the same lines as the first run of general drill in a battleship recommissioning—any and everyone seems fully qualified to reorganise the whole shot every 10 minutes, and does so until just before the actual performance. However, "the show must go on," they said, and it did—and remarkably smoothly really.

### Past and Present

Capt. J. R. Gower, D.S.C., R.N., whom some will remember as a Navy hurdles champion just before the war, and a hockey player of repute who played for Hampshire, has now relieved Capt. R. C. Harry, C.B.E., R.N., as Director of Physical Training and Sports. Mr. Goddard, the civilian secretary, has become even more of a civilian with his recent retirement. With some 10 years or so at the School he has probably assisted every serving member of the P.T. branch in some way. We wish him the very best of luck. Mr. Fellow, of the Royal Naval Sports Office, has moved into Mr. Goddard's chair, and Mr. O'Connor (late of the Ministry of Food) has taken over in the Sports Office.

C.P.O. Burley (now in his sixth five) has relieved C.P.O. Robertson in charge of the swimming bath, and the latter has been drafted to Bramecote. P.O. Lawson, our trapeze "expert," is bound for the Mediterranean in early November. "Catch—No Return." His relief is not yet nominated. P.O. Payne, now undergoing the requalifiers' course, will be relieving Sergt. Firman, R.M., as the boxing instructor at the end of October. Sergt. Firman is "booked" for the Commando Brigade at Malta.

### General

The general appearance and dress of the qualifiers, requalifiers and officers' long course has been going up in leaps and bounds recently, and with no pressure from the staff—mysterious when, together with this, "crew-cuts" are going out. I wonder if this has anything to do with the arrival of the ladies' P.T. course at the School?

The back-room boys have been discussing tentatively next year's Royal Tournament. Aiming at originality, it was suggested that we put on a trapeze display—but the technicalities of rigging have deterred the Royal Tournament authorities from accepting this.

It is now virtually certain that we shall be "breaking new ground" and putting on a parallel and high bars display. This display has a great advantage in that it is economical in "manpower"—although, of course, a higher standard of performance than previously will be required from participants.

It is worthy of note that the high box and chairs display of this year proved so popular that the Royal Tournament Committee seriously considered a "repeat performance" for next year. However, the display was most costly in manpower and this factor, coupled with the need felt to introduce a degree of variety into the Royal Tournament, has almost certainly "swayed the issue," as above.

## Sport

The School had contemplated entering a side in the Navy Cup, but as this idea trod a little too heavily on the toes of the barrack's talent scouts, it was reluctantly abandoned, and we have taken our usual place in the Barracks' Inter-Part League, whilst supporting the Royal Naval Barracks' Football XI in Navy Cup and United Services League matches. P.O. Collins represented Royal Naval Barracks in their second round Navy Cup match.

Despite minor "tooth sucking" in Royal Naval Barracks hockey circles, by way of compensation we have entered a separate team in the new Navy Inter-Establishment Hockey Knock-out this year.

We have since been proved to have been over-optimistic, and were defeated by St. Vincent in our first round match by 2—3, in a very close and exciting game.

Congratulations to Leading Seaman Glover, who was selected for the Combined Services' athletic team versus A.A.A. at Hull on September 11 in the long jump, and in which he finished fourth.

In the rugby world five or six players from the School assist the Royal Naval Barracks rugby XV regularly.

## H.M.S. TYNE

DURING THE start of the Home Fleet autumn cruise, H.M.S. Tyne visited Glasgow. After an uneventful trip up the Irish Sea we arrived off Greenock and saw the yard in which the ship was built, Messrs. Scott's Shipbuilding & Engineering Co. Passing up the river, with four tugs fussing round us, we saw many of the famous building slips and yards where ships of the Royal Navy have been built for generations. At King George V dock we were turned and from there we proceeded up river for three miles to Springfield Quay, almost in the centre of the city: going astern for such a distance was quite an eerie experience. We were, in fact, the largest ship (621 ft.) ever to berth at the jetty or so far up the Clyde.

Glasgow welcomed us with its usual drizzle, which gives completely the wrong impression of the city as being dull and dirty and rather inhospitable. This last is certainly not so, as we soon found out. At Springfield Quay the Commander-in-Chief Home Fleet joined us. Amongst our many activities tours were conducted round some of the famous ship-building yards, including that of Messrs. John Brown Ltd., at Clydebank, where H.M.S. Vanguard, Queen Mary and Queen Elizabeth were built. We saw the hulls of some of the latest frigates and also the coastal and inshore minesweepers. Parties were also escorted round a whisky distillery, a tobacco factory and a sweet factory. Liaison was quickly established at the last between the operatives and members of the party, so that partners for dances were arranged in true Navy fashion.

During the stay, by arrangement with the recruiting officer for the area, there were numerous parties of school-boys visiting the ship during the afternoon. There was some difficulty in getting them all off the ship. The ship was also open to visitors on the Saturday and Sunday afternoon, but we were unfortunate in the weather for the rain and drizzle must have kept many away. Some 4,000 however turned up!

After this most enjoyable stay we left the Clyde for Plymouth in usual Tyne weather, namely, a full gale. From there we go to Falmouth where the Home Fleet will foregather for the trip to Gibraltar.

## H.M.S. SAINTES

SAINTES BEGAN her five weeks in the Canal Zone at the beginning of August. Going for one week in the Great Bitter Lakes let us see the Canal itself. There, water-polo was the rage, the officers-chiefs combination winning the meatless oggie prize.

We then had two weeks in Port Said, a week's visit to Famagusta, Cyprus in between. The local cabarets and inland trips made this an excellent break. Back in Port Said we finished an inter-mess deck hockey competition. Cricket too entertained us: apart from an inter-part competition, we played and won several matches, giving especially the Garrison their first beating in 30 matches — perhaps Lieut. Freeman's 79 was partly responsible. But all this time the strong men had been gallantly exerting themselves!

We sailed on September 5 for Palmas Bay, Sardinia, quietly confident about the Mediterranean Fleet regatta. Alas, pulling in rough conditions after the Canal's calm practice waters, only the boys' crew distinguished themselves, being third.

We did better, however, in the subsequent General Drills, with one or two

firsts, and being above average generally.

Then came a quiet visit to Port Liscia, Sardinia, where the few local inhabitants were very friendly, and the returning mountaineers found the local vino very satisfying. On board we slaved to have the ship spruce to carry Sir Robert Laycock, the new Governor, and his family, to Malta from Palermo, where many men were grateful for a well-earned "rum."

Our privileged task accomplished, we had four days in Civita Vecchia, a port 40 miles from Rome. Practically everyone visited the capital. To say that the visit was excellent is an understatement. Civita Vecchia had its attractions, but visited independently or in organised bus trips, Rome was the great attraction. Our Roman Catholics received an audience of the Pope.

After a few days in Malta, Saintes sailed for Gibraltar and a two-month refit—the soccer boots are already dusted.

While down the Canal we were very glad to welcome back O.S. Baldwin, who had recovered completely from his polio attack.

With regret we have said good-bye to C.E.R.A. Thomas, who has been selected for promotion to Temporary Commissioned Engineer.

## THE CHANGING FACE OF H.M.S. VERNON

REBUILDING AFTER war damage and modernisation are now going on apace in H.M.S. Vernon. The Electrical Department is now housed in its own new building to the south-east of the Creek, while alongside it, in a similar new building, is the Admiralty Experimental Diving Unit. Closer to the Creek a new instructional building is rising to replace the classrooms now occupying the third floor of Warrior Block which will become entirely living quarters. A further site close by is being cleared for a similar purpose.

Mohawk building, ancient if not war damaged, is being pulled down to make way for a new Chief Petty Officers' Mess. This is part of a rehousing scheme which will greatly improve the standard of accommodation for all ratings. It is hoped that the new mess will be ready for occupation within two years. Then the Petty Officers' Mess will be taken in hand for modernisation and extension.

At the same time a large area near the pier has been resurfaced and will be used as a helicopter landing ground while grassed expanses throughout the Establishment are being extended.

All this activity causes a certain amount of disruption within the establishment but when the dust and hubbub have eventually died away a more attractive and modern Vernon will emerge.

Capt. J. T. Kimpton, D.S.C., R.N., who has been Executive Officer of the establishment since January, 1953, has now left Vernon on his appointment as Assistant Director, Under Sea Warfare.

At the time of going to press a visit from the new Commander-in-Chief, Portsmouth, Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., is anticipated on Wednesday, October 27. The Commander-in-Chief will take the salute and march past after the Divisions on that day.

## H.M.S. DUCHESS

AFTER A rough passage out, which caused a great deal of "ill feeling," the Duchess arrived on the Mediterranean station in good shape, to the relief of many and the surprise of a few.

Many of us were "going foreign" for the first time and some of us at sea for the first time.

Finding ourselves in the sweltering heat in whites, in which we must look immaculate, after the wet English summer was a very pleasant change and our white knobby knees are now handsomely bronzed.

However, the weather has broken a bit now and thunderstorms seem to be the order of the day.

We took part in the very impressive demonstrations for the Emperor of Ethiopia, called Exercise "Cree," in which the whole Mediterranean Fleet took part, and which concluded with high-speed manoeuvres, including a "grid-iron."

The football season has started here in Malta and our team has made a very promising start. There is tremendous keenness aboard and we hope for a very successful season.

Working-up, of course, is not over yet, and that takes first place, but we can still get enough practice in to live up to our motto in sport as well as in work—"To lead and not to follow."

## CAREERS IN ATOMIC ENERGY RESEARCH

The Atomic Energy Research Establishment at Harwell is now transferred from Government Service to the United Kingdom Atomic Energy Authority. Excellent opportunities exist for ex-Royal Naval men and women.

Skilled craftsmen are required to serve as Research and Experimental Mechanics (Special) to cover a wide range of duties, including the manufacture of prototypes and special plant, maintenance work and plant operation, in well-equipped workshops with up-to-date machine tools.

At present vacancies exist for:

INSTRUMENT MAKERS AND MECHANICS  
TOOL MAKERS  
MACHINE TOOL MAINTENANCE FITTERS  
PRECISION FITTERS  
MAINTENANCE FITTERS AND TURNERS  
UNIVERSAL GRINDING MACHINE OPERATORS  
UNIVERSAL MILLING MACHINE OPERATORS  
ELECTRICIANS

Commencing rate of pay, 173/10d. for 44-hour, 5-day week, with advancement on merit to 197/10d. Excellent opportunities exist for promotion to Technical staff appointments and encouragement is given to those wishing to improve their qualifications by further studies.

Single accommodation is available immediately and every effort will be made to house suitable married applicants as houses become available.

There are also unskilled vacancies for men and women without a trade in resident Catering and Hostel posts, Process work, Laboratory work, etc. A limited number of vacancies exist for Female Car Drivers (Standard Vanguard). Applicants must have a full licence and a clean driving record. The establishment is not able to extend housing facilities to these grades.

Further details are set out in the free booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Resettlement Officer, Royal Naval Barracks, Portsmouth.

SENIOR LABOUR MANAGER,  
A.E.R.E. HARWELL,  
DIDCOT, BERKSHIRE.

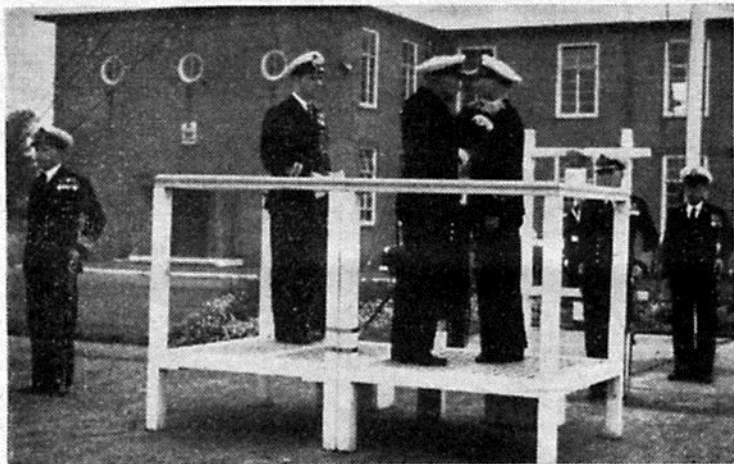


**PRESENTATION OF NEW MASCOT TO H.M.S. GAMECOCK**  
AT DIVISIONS on Sunday, October 3, a new gamecock was presented to the ship by Lieut.-Cdr. F. C. Thompson, R.N.V.R., on behalf of the Nuneaton Sea Cadet Corps, to replace Vanquisher One, who died of blood poisoning after a fight with a rat. Vanquisher Two, as the new mascot is known, is an unusual bird in that he, unlike other birds of his breed, is a speckled bird. Vanquisher Two was

bred by Mr. Pegg, of Ticknall, Derbyshire, a gentleman of 80 years, who is thought to be probably the greatest living authority on game fowl.

#### Harvest Thanksgiving

The Church of England and the Church of Scotland churches were filled to overflowing at the Harvest Thanksgiving services held recently. All produce was afterwards distributed between the Bramcote Children's Hospital and the Henry Street Orphanage, Nuneaton.



Presentation of British Empire Medal: At Divisions recently, Rear Admiral A. D. Torlesse, C.B., D.S.O., R.N., presented the British Empire Medal to C.A.A. E. V. B. Shilling. The citation reads: "For devotion to duty whilst acting as Chief Petty Officer in charge of Air Division aboard H.M.S. Unicorn during the Korean campaign"

#### H.M.Y. BRITANNIA

THE MONTH of October has been an eventful one for the Royal Yacht Squadron. On October 7, at 3 p.m., the Victoria and Albert's ensign was hauled down for the last time and she ceased to be a part of the Royal Yacht Squadron. Soon she will be taken away for breaking up and another link with the past will have been broken. Although she had not taken an active part for many years, I feel sure she will be missed by all those who served in her and those who were used to seeing her in her old berth.

An event of more personal importance occurred on October 14, when we said good-bye to 83 of our shipmates who were returning to general service. Many readers will remember the original A.F.O., which scheduled a one-third reduction after a year of service. Most of us chose not to remember it, but like the "Sword of Damocles" this promise of reduction was always poised above our heads. At any rate our ex-shipmates will take with them the memory and realisation that they shared in and were very much a part of this first successful year of royal yacht service, high-lighted as it was by the return of the Royal Family from the Commonwealth tour. It must be stressed that the reduction is the result of manning policy and is in no way a reflection on either the ability or the character of those departing. It is the fervent hope of us remaining that we may see some of them back again when Britannia re-commissions for the next season of royal duty.

We have also said good-bye to our executive officer, Capt. J. S. Dalglish, who left to take up a new appointment in the Admiralty. Capt. Dalglish commissioned Britannia in Glasgow last January and supervised the difficult work-up period before taking the yacht out to Malta and handing over command to Vice-Admiral Sir Connolly Abel Smith. We wish Capt. Dalglish all good luck and success in the future and welcome his successor, Cdr. J. H. Adams, who has recently come from the Admiralty.

Switching finally to sport, our soccer team, which plays in the U.S. League, Division III, is beginning to make a name for itself. The results so far read: Played 4, won 4, goals for 22, goals against 1 (own goal).

#### ROYAL NAVAL BARRACKS SHAPE OF THINGS TO COME

##### The new C.P.O.'s Block

GREAT SATISFACTION will be felt by all past, present and future chiefs to know that work will very shortly be started on the new block, many times mentioned in previous issues. The site is on the bandstand green and not, as previously stated, on that of the old warrant officers' block.

The front will overlook the parade ground and extends from about 30 ft. from the clock tower to about 28 ft. from the south end of Frobisher Block. In depth the block will reach within about 20 ft. from the west end of the theatre, the front running parallel to the west end of the block having the clock tower.

Inside the block will be 168 cabins, 42 to a floor on four floors, each with

new type wardrobe and chest of drawers. The fifth floor is for the use of the mess men, who have a dormitory containing 30 beds. The whole of their floor is self-contained.

Bath, toilet and drying facilities exist on all floors, the proportion of baths being approximately one to every seven cabins.

The floor below ground level is well spaced out with beer cellars for the bars, and there is a four-table billiards room, television room and games room. Adjoining the billiards room are the general cloak room, locker rooms and the main baggage store.

The ground floor contains the dining hall, main lounge with a bar, writing room and guest room. It is intended that the dining hall be fitted with sliding partitions at the ends so that the Mess can be enlarged for social functions. The mess men also have a lounge on this floor and are therefore readily available.

To facilitate the easier transport of kit, and the weary bodies of the long week-enders returning in the small hours of Monday morning, a lift is being installed.

It is hoped to surround the Mess with small lawns and flower beds.

Work on the site is starting and present plans envisage the Mess completed and ready for occupation some time in 1957.

#### For Your Entertainment

From time to time a valiant collection of bodies volunteer to form a theatrical company in the barracks. They call themselves the Victory Drama Group, and give up a very large amount of their off-duty time in rehearsals. The V.D.G. are at the moment working hard on our Christmas fare. Their production will be called "Victory Regina or the Monstrous Regiment." The author is well known in barracks circles. Performances will be staged on December 6, 7 and 8.

#### Congratulations . . .

To C.P.O. A. Smith, P/JX 778416, C.E.R.A. Baker, P/MX 56841, and C.E.R.A. Palmer, P/MX 49516. The British Empire Medal, awarded by Her Majesty The Queen for outstanding zeal and devotion to duty, was recently presented to these chief petty officers by Admiral Sir John H. Edelman, G.C.B., G.C.V.O., C.B.E., when he was Commander-in-Chief, Portsmouth. This was one of the commander-in-chief's last duties before his retirement.

#### Spotlight on Frobisher Group

We said good-bye to Cdr. (E) C. C. M. Bluett, R.N., last month and welcomed Cdr. (E) P. Elvin, R.N., at the M.T. and R.E.

Cdr. Bluett in his time at the M.T. and R.E. made and left his mark everywhere in the Establishment and did so much for the mechanic candidates for both their work and play. We wish him luck in H.M.S. Agincourt as flotilla engineer officer.

We have just said adieu to a R.N.B.T. stalwart, E.R.A. Beale, who is vice-chairman and treasurer to the Portsmouth Local Committee. He has now joined H.M.S. Rinaldo. We wish him luck and may he further his good work in the Fleet.

The old Band Mess, which is one day to be the Frobisher Cafeteria, is

## In Memoriam

R. E. L. MUSPRATT, C.Y.S., P/JX 132405, H.M.S. Cambria. Died, October 5, 1954.

J. WHITEHEAD, S.M., P/KX 891141, H.M.S. Coquette. Died, October 15, 1954.

J. BELL, A.B., P/SSX 869305, H.M.S. Charity. Died October 24, 1954.

soon to be the Frobisher television room, fitted with the latest Decca external projection set with a viewing screen 4 ft. by 3 ft. This should give a new pleasure and amenity to the non-native stoker.

#### Sports

E.R.A. Thompson has been selected to play for the R.N.B. football team.

E.R.A. Leason has been selected to play for the R.N. rugby team.

The Stokers' "B" football team have won all their games to date.

In the 22 target shoots, "G" Room started off well by beating the P.O.s. "A" team and knocking down all tiles in 50 seconds out of the 90 seconds allowed.

C.P.O. S. M. Walsh took Junior Stokers sailing in Seahorse to gain their "sea legs."

#### BARRACKS WELFARE REPORT

##### R.N.B. Laundry

A REPORT from the Welfare Committee shows that during the past two months great improvements have been made in the R.N.B. laundry. The old-fashioned overhead shafting for belt-driven machinery has been replaced by an individual electric motor for each machine. Fluorescent lighting is being fitted and the building redecorated inside. Motors and lighting are being paid for by the Welfare Fund and the redecoration by Public Funds.

During this period it is obvious that the laundry workers have had to put up with a great deal of inconvenience. Work has been carried on with very little delay to the many satisfied customers, despite engineers, electricians and painters getting mixed up with both dirty and clean washing.

It is hoped that on completion of this modernisation an even better service will be provided than before.

##### R.N.B. Coaches

At a recent meeting of the Welfare Committee it was agreed that the two large motor coaches should be repainted before the bad weather sets in and so avoid undue deterioration. One of these coaches has already been repainted and looks brand new again. The other will be sent in early this month.

D. G. B.

#### H.M.S. BIGBURY BAY

A SHORT cruise to Rio Grande do Sul, Porto Alegre and Montevideo was packed with incidents. The first occurred in the Setia Canal before entering the Lagoa dos Patos, Brazil's largest fresh-water lake, where in a heavy mist and with a pilot who couldn't speak English we grounded without effort on a mudbank, on which we stayed for 48 hours. While there we were joined by two merchant

ships—a popular pastime in this part of Brazil! Subsequent attempts to move off varied from towing by a Brazilian naval tug, the ship's company, headed by the First Lieutenant, doing a "Knees up Mother Brown" stunt on the fore-castle to cause a movement, and the last and successful resort, de-ammunitioning. Thereafter we proceeded through the hazardous channels of the Lagoa dos Patos to Porto Alegre without further mishap—some feat for a Bay Class Frigate!

Porto Alegre welcomed us to no mean time. "Churrascos" (barbecues in other parts of the world), dances and a parade of the White Ensign, escorted by an armed guard, to the Governor's Palace were but some of the high-lights.

Then Montevideo—two days after arrival there an air of depression shrouded the capital. We learnt that a fishing trawler had sunk on the Banca Inglesa, 20 miles from the port, with the loss of many lives. Two Uruguayan destroyers, Artigas and Uruguay, had gone to the trawler's assistance, the former turning back with engine trouble and the latter grounding on this treacherous bank. In the event the Uruguay lowered a motor-boat in an attempt to reach the drowning men, but this sank with the loss of one officer and five ratings in the rapidly worsening weather.

At first light the next morning, we slipped and proceeded to the assistance of the grounded destroyer. On arrival we found her to be heavily aground, broadside on, on a lee-shore, the sea breaking over her superstructure and funnel top—a difficult situation. We could not get near enough to pass the tow, so we returned to Montevideo in the evening to embark longer wires in readiness for an early start the following morning.

Luckily, towards midnight the wind dropped, causing a surge of water up the River Plate and, in the process, re-floating the Uruguay.

The Press and radio devoted much publicity to the ship—many photographs appeared in the newspapers—gratitude from shore was overwhelming. We were sorry to leave Montevideo shortly afterwards for the return journey to Port Stanley and the Falkland Islands.

#### H.M.S. MINER FOUR

ONCE AGAIN Miner Four has resumed its wandering around these fair isles. The places so far at which we have imbibed malt liquor in "Chief and P.O.s' gin" are Penzance, Falmouth, Belfast, Shandon, Oban, Fort Augustus and Rosyth, via the Caledonian Canal.

The excursion through the canal was a very novel experience, with Ben Nevis looming on our starboard side, and climbing up through the locks to a 120 feet above sea-level—"life sure has its ups and downs." We completed our first day's steaming through the canal using our cargo lights as head-lamps and our foglight as a rear lamp. We expected to be winged by the local gendarmes for not carrying number plates and two red reflectors.

During the second day we passed through Loch Ness and missed seeing the monster by 24 hours, which was tragic, as we have its brother on board; no names, but the buffer is still sulking.

We had the pleasure of seeing

H.R.H. The Duke of Edinburgh when he visited Rosyth. All the ships around us looked very smart with all their bunting. Our signaller excelled himself by dressing us over all, an extra ensign at the masthead ("Well done, Bunts").

We heard by the drums "This is Scotland" that our long-lost sister, the Miner Three is racing towards us at a steady four knots. Can anyone beat her record of 36 days, Portsmouth to Belfast?

Senrab

#### H.M.S. DOLPHIN

##### Film Stars Visit Fort Blockhouse

Film stars John Mills and Donald Sinden have been on location for filming sequences for the film "Above us the Waves," based on the book of this name. It will be remembered that it dealt with the development and activities of the two-man torpedo (or chariot) and the "X" craft (midget submarine).

Numerous shots were taken in H.M.S. M. Taurus and in Fort Blockhouse. It is rumoured that the Chief Butler (C.P.O. F. Oliver)—who appears in one scene—is now seriously considering several tempting offers from Hollywood!

##### Dolphin Players Present

##### "The Man Who Changed His Name"

By kind permission of the Commanding Officer, Capt. E. F. Pizey, D.S.O., R.N., the Dolphin Players presented the Edgar Wallace play "The Man Who Changed His Name," in the Little Theatre, H.M.S. Dolphin, from October 17 to 22.

Miss C. Bartlett, as Nita Clive, gave a finished performance as the erring wife, while P. G. Sharp, as Selby Clive, was sufficiently enigmatic as the wronged husband. K. M. Stephen, as Frank O'Ryan, was suitably caddish as the lover, and M. F. Bright, as Jerry Mullen, the Canadian lawyer, performed the difficult feat of sustaining a dialect part throughout. M. A. Burnett gave a polished performance as the bumbling Sir Ralph Whitcombe, K.C. M. Campbell, as Lane, the manservant, was sinister in his ready availability at the door.

The play was produced by R. W. Garson and stage managed by R. R. Squires.

##### Submarine Officers' Reunion

The Submarine Officers' Reunion was held in Fort Blockhouse on Friday, October 15, and 320 serving and retired officers attended.

Among the distinguished guests were Admiral Sir Charles Little, Admiral Sir Guy Grantham, Vice-Admiral Sir Sydney Raw and Vice-Admiral F. A. Somerville. The Commander-in-Chief, Admiral Sir George Creasy, was unable to be present.

Flag Officer Submarines (Rear-Admiral G. H. B. Fawkes) addressed the Submariners, after a buffet supper, and gave a resume of submarine activities over the past year.

##### Reception of Press Representatives at 100-foot Escape Tank

October 4, 1954

The staff of H.M.S. Dolphin Escape Training Tank had been instructed to demonstrate their "charge" and associated escape and survival equipment

## Remember, Remember . . .

by D. B. Knight



Don't look now fellers—but the 'Swain's coming!



as a "going concern" to approximately 70 members of British newspapers.

After an introduction by Flag Officer Submarines, Rear-Admiral G. B. H. Fawkes, the Press, together with an enormous battery of cameras, were taken to the tenth floor of the tank.

Our instructors then demonstrated all methods of escape and survival, from the old D.S.E.A. oxygen breathing set to "free" ascent after projection from the one-man escape chamber.

A class of trainees, new intake to the training area, were shown being given instruction and then doing shallow ascents.

#### H.M.S. HEDINGHAM CASTLE

SINCE OUR memorable visit to Shanklin, things have been more or less "routine"; therefore, events ear-

for the visit of our new C-in-C., Admiral Sir George E. Creasey, G.C.B., K.C.B., C.B.E., D.S.O., M.V.O., All ships' companies of the 2nd T.S. were represented and the C-in-C. had a walk round us all, despite the threatening rain.

On October 20 we proceeded to St. Helier, Jersey, in connection with Trafalgar Day celebrations. We were there four days, returning on the Sunday to Portland once more. During our stay at Jersey, the ship was open to visitors, and a lot of hard work was done preparing for it. The good people of Jersey arranged theatre shows and a trip round the island for us, as they have always done in the past. We had an enjoyable stay there, and a pleasant change from old "Casex" Routines.

J. R. M.



"AND REMEMBER GENTLEMEN - WHEN THE CAPTAIN ASKS HOW LONG YOU'VE BEEN IN - DON'T SAY TOO LONG!!"

marked for mention in our newspaper are few and far between.

We had been looking forward eagerly to our forthcoming six-week refit at Portland. This should have commenced on October 11. It was cancelled, and here we are carrying out normal duties, instead of being alongside amid the hustle and bustle of a refit.

In the realm of sport, we have not yet found our feet as far as soccer is concerned. At the time of writing we lie third in the league. However, if the draft notes of our football team could be mislaid until the end of the season... This week we lost another two players—E.R.A. Slater and goalkeeper "Scouse" Freeman. Keep it going in R.N.B., lads. We look forward to good results once the team settles down.

Our shooting team has brought home the cup twice in four weeks in the weekly 22 Handicap Shooting Competition. We hope to be the eventual holders of the cup when the competition ends.

On October 19 Divisions were held on Queen Pier in Portland Dockyard

#### H.M. UNDERWATER COUNTER-MEASURES AND WEAPONS ESTABLISHMENT, HAVANT

IMPERIAL SERVICE MEDALS awarded by Her Majesty The Queen to three members of U.C.W.E. staff on their retirement were recently presented in the presence of their colleagues by the Head of the Establishment, who expressed an appreciation of the loyal and valuable service given by all the recipients. They were Mr. W. H. Petherick, B.E.M., artificer, with a total of 32½ years' service; Miss H. M. Cory, leading tracer, 30½ years' service; and Mr. W. Boyd, chief storekeeper, 35 years' service.

Mrs. R. F. Syson-Nibbs, superintendent of typists, retired on September 30, 1954, after 32½ years' service, all in the Establishment, except four war years at the Signal School. A presentation on behalf of her colleagues was made to Mrs. Syson-Nibbs. The presentation took the form of a tea set of an entirely non-Service pattern, accompanied by a final red (immediate) correspondence cover enclosing a subscription.

#### Honours and Awards Presentation

ON BEHALF of Her Majesty The Queen, the Commander-in-Chief presented British Empire Medals to the following ratings in H.M.S. Victory (ship) on Monday, October 25:

Anderson, J. W., P/JX142197 C.Y.C., H.M.S. Mercury.

McCann, J., J/JX152929 C.P.O., H.M.S. Excellent.

#### H.M.S. PHENIX

THE MAIN item of interest this month was the appearance of "Grand Ukers" at Wembley on Friday, October 22. Ably assisted by the apprentices' and ship's company bands from H.M.S. Collingwood, together with that of H.M.S. Ariel, all in fancy costumes, mainly made by the men themselves, the show was the high-light of the arena shows. The sound of the famous Wembley cheers still echoes.

Taking full advantage of the surprising fine weather, hands are busy on preparing the tennis courts and football pitches. The Inter-part Six-a-side Football Competition (some call it slaughter) is well under way, whilst our hockey 1st XI are doing quite well.

The rifle team are keeping their position in the .303 League and wish them well in the coming competitions.

The gardens and verges are now being planted with thousands of bulbs, so that those coming up for courses in the spring should have a cheerful greeting to help them along.

"The Bird"

#### THE ROYAL NAVAL AND ROYAL MARINE MATERNITY HOME

THE ANNUAL general meeting of the Royal Naval and Royal Marine Maternity Home and Child Welfare Centre will be held at the Duchess of Kent Barracks, Southsea, at 2.45 p.m. on Monday, November 8. The Commander-in-Chief, Portsmouth, will preside.

Ships and establishments are invited to send representatives, and all personnel and their wives are welcome. Tea will be provided after the meeting.

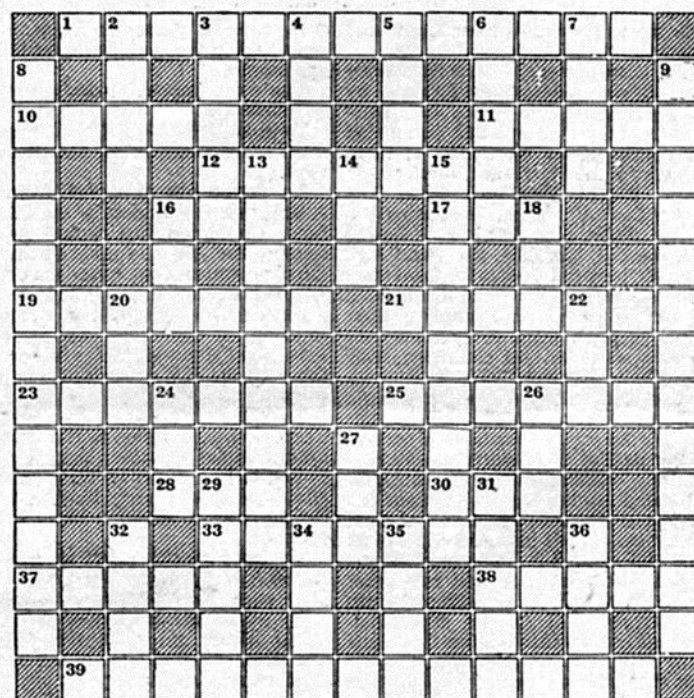
The annual report has been distributed and extra copies are available, if required, from the hon. secretary of the Maternity Home, R.N. Barracks.

## Navy News Crossword—No. 5

We regret that due to an error, one of the clues was omitted in the last Crossword.

Consequently, no solutions were received.

In this issue there will be two prizes of one guinea each for the first two correct solutions opened on Monday, 22nd November.



#### CLUES ACROSS

1. Funny red pedal (anag.). What a fright! (2 words, 5, 8).
2. More than 27 That's no odds (5).
3. Admiral in Iran's one-ship navy (5).
4. What a landlady or a "con man" does to one? (2 words, 5, 2).
5. Doctor of thriller fiction (3).
6. Can she be volatile? (3).
7. The auctioneer asks this for 18, but doesn't do this to the second part of this (7).
8. Outstanding (7).
9. May be infra (2 words, 3, 4).
10. An abstainer's pain? (7).
11. For play without pay? No; just for (3).
12. The point of writing? (3).
13. Overheads (7).
14. Ray is forbidden. It is borne in mind (5).
15. College Window? (5).
16. Can enter stage (anag.). Whereby? (2 words, 8, 5).
17. Level (4).
18. Unpleasant (5).
19. 5. Failures at crease. (2 words, 4, 4).
20. Some assistance comes back for her (5).
21. Sky major? (4).
22. Costing rather more than 1. Transport costs? (2 words, 5, 8).
23. Gibraltar to the ancients. Cobalt bombs for us? (4 words, 3, 2, 3, 5).
24. Tomorrow, perhaps (3 words, 3, 3, 3).
25. Start? No, except in 9 (3).
26. Sending to Coventry? (9).
27. "Sister" with a sad sound? (3).
28. See 19 across.
29. Could be a Pole (3).
30. Car light when broken (3).
31. Material for the stage? (3).
32. Priestly garment (3).
33. Sash (3).
34. The artist is followed by a backward gunner, but a large number come between (5).
35. Continental island in 15 (5).
36. If this returning fell on you, it might this you (4).
37. Time to go or return (4).
38. The vane on the steeple. It's mixed below it (4).
39. Not at all 3 (4).

#### CLUES DOWN

1. Level (4).
2. Unpleasant (5).
3. 5. Failures at crease. (2 words, 4, 4).

## Anything for Sale?

### Try a NAVY NEWS CLASSIFIED ADVERT

Details below

# Classified Advertisements

#### SITUATIONS VACANT

A.C. COSSOR LTD. require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary after training, £500 per annum. Apply to the Manager, Equipment Services Department, A.C. Cossor Ltd., Canterbury Grove, West Norwood, London, S.E.27.

#### APPOINTMENTS

THE WOMEN'S ROYAL NAVAL SERVICE offers an interesting and varied career with generous pay and leave. Excellent prospects of promotion and opportunities for travel to girls who wish to serve with the Royal Navy. Vacancies in technical, clerical, household, stores and medical categories can be offered to suitable candidates between 18 and 28 years of age. For an illustrated booklet, giving full particulars, apply to DIRECTOR, W.R.N.S., Admiralty, S.W.1.

#### ACCOMMODATION

TWO FURNISHED LIGHT FLATLETS, each has own cooker, meter, hand-basin and every convenience; use of bathroom; regret no children; 40s. per week.—Phone 337101.

BED AND BREAKFAST, 7s. 6d. per night; suit one, or two sharing; week-ends or permanent.—3 Lorne Road, Southsea.

TWO LARGE FURNISHED FRONT ROOMS, use of kitchen and bathroom, conservatory, garden, large work shed and storage for cycles, no restrictions, no children.—42 Marina Grove, Portsmouth.

BED-SITTING-ROOM for one, meals as required, laundry and bathroom, etc.—46 Daulston Road, Buckland, Portsmouth.

LARGE FURNISHED double bed-sitting-room, use of kitchen and bathroom, 35s. per week inclusive.—Troilhead, 25 Ferrol Road (opposite Forton Road Post Office), Gosport.

ACCOMMODATION for submariners, two sharing, breakfast and evening meal; moderate terms; central for all buses.—47 Queen's Road, North End, Portsmouth.

TWO FURNISHED ROOMS and own kitchenette with modern gas stove, sink, Ascot, own meter, use of bathroom; 42s. per week inclusive; no children.—60 St. Augustine Road, Southsea.

FURNISHED lounge, bedroom and kitchen, separate meters, own linen, use of bathroom; no children; 35s. per week.—18 Abingdon Road (near Gaumont Cinema), Southsea.

FURNISHED ACCOMMODATION and board residence, reasonable terms, h. & c., bathroom, all modern conveniences, telephone, modern kitchen, very comfortable.—99 Goldsmith Avenue, Southsea.

BED-SITTING-ROOMS, own cooker, radio, gas fire, all conveniences, use of bathroom; no children.—Phone 31988.

TWO comfortable furnished rooms, use of kitchen and bathroom, convenient for all buses; terms moderate.—12 Kimbolton Road, Copnor.

FURNISHED SELF-CONTAINED FLAT, own meter, suit couple; 63s. per week.—94 Findon Road, Elston, Gosport.

TWO FURNISHED ROOMS, use of kitchen, no children, near shops and buses.—229 Westfield Road, Portsmouth.

SEMI-BASEMENT, large bed-sitting-room and kitchen, no linen, no children or pets.—23 Albany Road, Southsea.

THREE BED-SITTING-ROOMS, own gas rings, use of gas stove; 30s. per week inclusive; no children.—10 Worthing Road, Southsea.

CARAVAN to let, long or short periods; six-birth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply to C. H. Whittaker, 58 First Avenue, Farlington, Cosham.

TWO FURNISHED ROOMS, use of kitchenette and bathroom; baby welcomed.—61 Queen's Road, Gosport.

TO LET FURNISHED, large bed-sitting-room, use of kitchen, bathroom, etc., h. & c., also shower; cot, playpen for child; also board residence, etc.; moderate terms.—Phone 34415.

TWO FURNISHED ROOMS, use of kitchen and bathroom, gas fire, own meter, no linen, garage for small car; 50s. per week inclusive.—82 Langstone Road, Milton.

LOWER SELF-CONTAINED FLAT, 5 rooms and bathroom, redecorated and modernised, furnished, near bus route to Fareham, Winchester, Southampton; 70s. per week, reductions for long let; can be viewed any time.—Keys from Filditch Farm, Forest Road, Swanmore, Southampton.

COMFORTABLE board residence, few minutes Canoe Lake and near bus stops; bed and breakfast, evening meal, full board week-ends, h. & c., coal fire in dining-room, lounge; 50s. per week; also small furnished flat, own gas stove and meter, h. & c.; 42s. per week.—80 Whitwell Road, Southsea.

TWO FURNISHED ROOMS, own kitchenette, one child taken.—36 Beach Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom, no children; 35s. per week inclusive; near Eastney Barracks and bus terminus for all parts of city.—32 Henderson Road, Eastney.

TWO FURNISHED ROOMS, use of kitchenette and bathroom.—14 Essex Road, Milton.

BED-SITTING-ROOMS, own cookers.—Apply afternoons only, 2 to 3.30, 47 Victoria Road, North, Southsea.

TWO LARGE ROOMS, use of kitchen and bathroom, expectant mother welcomed, or no objection to baby under 12 months.—33 St. Andrew's Road, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom, gas and electricity, no linen; 45s. per week.—81 Bramshot Road, Milton.

VERY comfortable furnished bedroom, convenient for shops and buses; 20s. per week, electricity and linen inclusive.—Call between 5 and 6 p.m. on Monday, Tuesday, Wednesday or Friday, 51 Timpon Road, Landport, Portsmouth.

THE MOUNT, above Portchester (close A.S.R.E.), provides comfortable private accommodation with full board for officers' families, in attractive, healthy surroundings, convenient for all naval establishments by car; particularly suitable for courses, house-hunting, etc.; obviates setting up house for limited periods; free baby watching; garages; winter terms from 41 gns.; progressive reductions for children.—Lieut. Cdr. M. M. Collings, Phone Cosham 75083.

MALLOW GUEST HOUSE, 82 Whitwell Road, Southsea. Special terms October 1st to March 31st, 1955. Bed and breakfast and evening dinner, with full board on Sundays, only 50s. per week for families of naval personnel. Children welcome.

SUPERIOR board residence in good district of Southsea, well-appointed accommodation and good food.—Mrs. Brooks, "Castelnau," Merton Road, Southsea.

LARGE LOUNGE BED-SITTING-ROOM, use of kitchen and bathroom; 35s. per week inclusive of electricity.—29 Laurence Road, Southsea.

TWO FURNISHED ROOMS; use of bathroom and kitchen; suit naval couple, no children.—1 Hellyer Road, Southsea.

FURNISHED ACCOMMODATION; meals by arrangement; terms moderate.—Terence House, 29 Stanley Street, Southsea.

TWO FURNISHED ROOMS, use of bathroom and kitchen; no cutlery, crockery or linen; 25s. per week inclusive of electricity.—Home Field, Southampton Road, Titchfield, Nr. Fareham. Tel.: Titchfield 2126.

FURNISHED BEDROOM, sitting-room, with radio; kitchenette, share bathroom; 42s. per week inclusive of electricity; no children.—86 Orchard Road, Southsea.

TWO FURNISHED ROOMS, central heating, constant hot water; use of kitchen; own cooker and bathroom; no children.—17 Devon Road, Copnor.

FURNISHED ACCOMMODATION; bed and breakfast and evening meal; 50s. per week.—"The Lavens," 14 Prince of Wales Road (off Stoke Road), Gosport.

TWO LARGE FURNISHED ROOMS, one upstairs, one down, use of kitchen and bathroom, no linen or cutlery; convenient for buses; 38s. per week; long let preferred; no children.—Call any evening up to 7.30 p.m., 169 Chatsworth Avenue, Cosham.

ACCOMMODATION.—Full board or bed and breakfast, use of bathroom (h. & c.); no children.—16 Lowcay Road, Southsea. Tel.: 317031.

FURNISHED FLAT, 4 rooms, share bathroom, h. & c. in bedroom, electric cooker, telephone, garage, large garden; part central heating; convenient for buses; 9 miles Portsmouth and Petersfield; 4 gns. per week.—Denmead Vicarage, Tel.: Hambledon 73.

BED AND BREAKFAST and evening meal, full board week-ends; 50s. per week, including laundry; space for car.—28 Augustine Road, Drayton, Portsmouth.

FURNISHED BED-SITTING-ROOM, use of bathroom; moderate terms.—85 Locksway Road, Milton.

FURNISHED DOUBLE FRONT BED-SITTING-ROOM; gas ring, fire and own meter; use of kitchen; moderate terms.—20 St. David's Road, Southsea.

TWO FURNISHED ROOMS, use of bathroom and kitchenette; moderate terms.—215 Francis Avenue, Southsea.

TWO FURNISHED ROOMS, use of bathroom and kitchen; no children; convenient for buses.—27 Dover Road, Copnor.

TWO FURNISHED ROOMS, use of kitchen and bathroom.—9 Westover Road, Copnor (near Baffins Pond).

ACCOMMODATION or board residence in country bungalow; all modern conveniences; few minutes from buses; 1 or 2 persons sharing; moderate terms.—Fairhaven, Bridle Path, Five Heads Road, Hornedean.

TWO FURNISHED ROOMS, use of bath and kitchenette; vacant until end of April; no children.—17 Florence Road, Southsea.

FURNISHED HOUSE to let, long let preferred.—Can be viewed any day between 3.0-6.0.—75 Surrey Street, Portsmouth.

TOP TWO-ROOM FURNISHED FLATLET, gas ring and fires, 50s. per week.—60 Whitwell Road, Southsea. Tel.: 31851.

TWO PLEASANT FURNISHED ROOMS, every convenience; almost sole use of kitchen; 42s. per week.—15 Mayles Road, Milton.

TWO FURNISHED ROOMS to let, use of bathroom, kitchen and pantry; no linen; 35s. per week; own gas meter.—17 Domum Road, Copnor.

TWO COMFORTABLE furnished rooms; use of kitchen, no bathroom, own linen; 32s. 6d. per week, inclusive of electricity.—Apply by letter, Mrs. Larcombe, 176 Eastfield Road, Eastney, Southsea.

TWO FURNISHED ROOMS to let, use of kitchen, own linen; no children.—Apply after 7 p.m., 97 Eslemont Road (off Jessie Road), Southsea.

TWO FURNISHED ROOMS, use of kitchen; clean and comfortable; 32s. 6d. per week; no children.—11 Renny Road, Portsmouth.

FURNISHED FLAT comprising reception room, double bedroom, kitchen, bathroom, separate toilet, phone, use of garden and cycle shed; 65s. per week.—2 Clifton Terrace, Southsea.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

TWO FURNISHED ROOMS, use of bathroom and kitchen; vacant for seven months; 35s. per week inclusive.—23 Hunter Road, Southsea.

WEYMOUTH, Central.—Bed and breakfast or board residence; h. & c. in all bedrooms; moderate terms.—20 Great George Street, Weymouth.

CENTRAL ACCOMMODATION, close shopping centre, station and buses. Booking for Christmas; terms moderate.—Box ABC1, "Navy News," R.N. Barracks.

#### TRADE

DO YOU DESIRE HOME OWNERSHIP? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment, ensures security for the future. Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Enquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards.—Offices, 9 Brockhurst Road, Gosport, Phone 89566.

WARDROOM GARAGE, R.N. BARRACKS. Let us service your car. Quicker—Better—Cheaper. Our garage now completely modernised. Power lift installed. Tecalemit pressure greasing, etc. All kinds of repairs at reasonable charges.

#### FOR SALE—GENERAL

SHOW Siamese and Persian studs available, and kittens usually for sale.—"Sevenoaks," Cowpland, Hants.

£1,725. Stubbington, Hants. Red Lion Estate; 2 miles Lee-on-Solent and H.M.S. Collingwood.—Semi-detached bungalow, built 1953; large lounge/dining-room, 2 bedrooms, spacious fitted kitchen, Multipoint Ascot; fitted bathroom; greenhouse; ample garage space; roads made up.—268 White Hart Lane, Portchester, Fareham, Hants.



# SPORTS PAGE

## R.N.A.C. (SOUTH)

THE CROSS-COUNTRY season is now well under way and by the time these notes appear the Portsmouth ships and establishments will have their teams for the Autumn Command Championships organised.

The season began with a road relay on Southsea Common, organised by the Portsmouth City Police A.C. Thirteen teams turned out and completed the course of six laps, each of three miles from the Garrison Church to the South Parade Pier and back. The R.N.A.C. "A" team, consisting of M.A.A. Pape, P.O. Sharp, P.O. Isaacs, L.S. Haskell, L.R.E.M. Ragg and A.B. Jackson, took the medals for third team after the winners had been disqualified for having an ineligible runner in their team. In open team competitions all runners must be first claim for their team and Salisbury had a Scottish runner who is serving in the R.A.F., and had not sought permission to compete for an English team while serving in this part of the country. Because of the team disqualification the Salisbury man, who ran last for his team and did the fastest lap time, was debarrd from taking the special prize for the fastest time and so M.A.A. Pape received the award. The Club also had two other teams which finished seventh and tenth respectively with several representatives putting up faster times than first-team men, but as this was the first race the selectors had to work on last season's form.

## "Yacht" Handicap

The following week there was a five-mile road handicap race at Netley, in which a strong R.N.A.C. contingent competed. This was run on a "yacht" system, with the men going off at different times, the experts being suitably pegged back. In spite of his big handicap, Bob Pape almost caught the leaders, and eventually finished fourth in the fastest time of the day. The winner of the Jurd Trophy for the race was Gough, of Southampton A.C., but the French Trophy, for the aggregate time of three runners from any one club was retained by the R.N.A.C., with Pape, Jackson and Haskell beating Eastleigh A.C. into second place.

The first run over actual country was then held at H.M.S. Dryad, when a hare and hounds event was held. The "hares," in the persons of P.O. Sharp and C.P.O. Johnson (better known as a weight putter and hammer thrower!) led the pack of "hounds" a merry dance through the beautiful woodlands and were only caught when in sight of home after laying many false trails and having to hide in a ditch while their pursuers went by. This event is always enjoyed by those who take part and has become an annual opener for the season.

Gosport Borough A.C. provided the first cross-country opposition on their course at Bridgmay, and a junior R.N.A.C. team beat Gosport Juniors, while the senior "A" and "B" teams both finished in front of the Gosport side. Again Pape, Haskell and Sharp came home in the lead with Jackson a close fourth. It was good to see two old members back—P.O. John Hastie and A.B. Morallee. These two will provide valuable reinforcement for the senior section of the Club.

## Challenge to Collingwood

Referring back to the Command Championship, it looks as though Collingwood's long run of successes in the senior races is likely to come to an end this autumn as they have lost so many of their last year's team, but they have such a wealth of young apprentices to choose from that one cannot say how strong they will be on the actual day. Whale Island appear to have the makings of a good side, with Pape, Haskell, Lieut. (E) Mitchell and P.O. Meakins to start with, and Dryad have Sharp, Isaacs, P.O. Tribe and several other likely men, so that with the course on their doorstep they may pull it off.

Readers may be interested to learn that the Navy Cross-Country Championship next spring will be held over the Air Command course at Worthy Down, and the Track Championships will be held at Plymouth, where they were last held in 1951. Another departure is that the meeting will be held on a Saturday in the hope that competitors will not be handicapped by not being able to get away from their ships or establishments.

Track runners and old club members should book December 4 when the Club annual dinner and dance will be held on the occasion of the visit of the Metropolitan Police team. Details may be obtained from C.P.O. Barnes, H.M.S. Excellent. (Telephone: Dockyard 5204.)

C. A. S.

## ROYAL NAVY BOXING ASSOCIATION

THE ANNUAL general meeting was held at the P.T. School on Thursday, October 14, prior to the finals of the R.N. Novices' Championships, which were held in the evening in the R.N.B. gymnasium.

The most important decisions were as follows:

To hold the 1954-55 R.N. Championships at Portsmouth on March 29-30, 1955.

To support a proposal from the A.B.A. that the winners of the I.S.B.A. Boys' Championships should go forward to the A.B.A. Junior Championships, commencing next season. If adopted, various modifications regarding age and weights will be necessary to bring the conditions relating to the R.N. Boys' Championships in line with those for the A.B.A. Junior Championships.

To discontinue the R.N. Novices' Championships, which in the past had often resulted in uneven matching and in lieu hold a series of Navy trials in late October and early November for the purpose of selecting Navy boxing teams.

To issue special cards to qualified R.N.B.A. referees and judges defining their particular qualifications.

To utilise the services of a professional coach prior to the I.S.B.A. Championships, with the object of raising the standard of Navy boxing.

R.N.B.A. fixtures arranged for this season are:

December 3.—v. Southern Counties' A.B.A. (Ramsgate).

January 21.—v. Midland Counties' A.B.A. (Birmingham).

February 15.—v. Welsh A.B.A. (Cardiff).

## ASSOCIATION FOOTBALL, PORTSMOUTH COMMAND

ALTHOUGH THE United Services Football Leagues provide so much local interest, the high-light of the season for the good player is the Inter-Command Cup Competition, in which the four Commands meet.

In eight seasons of post-war football, the Portsmouth Command have appeared five times in the final, and have won the cup three times, being the present holders. What are the prospects for 1954-55, and how is the Command organized to maintain their record?

The Command Management Committee consists of the Maintenance Commander as chairman, and certain selected officers and men form the committee. The present committee has amongst its members two ex-Navy players and four ex-Command players, and each member is a qualified referee, all having some knowledge of the game.

The U.S. Leagues, which provide weekly football for the ships and establishments in the Command, give the Command Committee a chance of seeing many players perform. Club secretaries also recommend players, while referees and other interested people in our national game also forward names of players who are worthy of consideration.

Last year, Portsmouth played the Nore at Pitt Street ground, winning 5-2, qualifying to meet the Air Command in the final at Fratton Park in April, 1954. In this match twelve players who had obtained their Navy Cap took part, eight in the Air side and four in the Pompey team. Needless to say, the Air Command were favourites and the game produced a very high standard of play, Portsmouth being worthy winners by three goals to one.

## Command Chances this Season

Eight of the winning team are still serving in the Command and will be reinforced by players who have returned from foreign service and a certain amount of new blood. P.O. Harburn, a Navy Cap, is in Victory, having been abroad in H.M.S. Glasgow, where A.B. Stevens, of H.M.S. Excellent, has also been playing with him. Both these players are playing regularly with Brighton and Hove F.C. O.A. Weeke and Junior Signalman Campbell, of Excellent and Mercury respectively, are National Service men with professional experience, who will no doubt be an asset to the Command XI. P.O. Telegraphist Joblin, at present in H.M.S. Redpole, is another player of good experience, having played for the Navy in 1949-50.

Excellent are reported to have a good goalkeeper, Dryad a centre forward, another centre forward, Allen, has left Duchess and may now be in Barracks. Many names come to hand and many are being watched.

The first Command fixture with Sussex County at Pitt Street on October 13 resulted in a 4-2 win for the Command. Previously Plymouth Command had beaten Devon 8-2, Air Command lost to Hampshire 0-3 and Nore Command lost to Kent 1-3.

From the Command matches with the Counties certain players are brought together to form the Royal Navy team, and work up for the Inter-Service matches with the R.A.F. and the Army. Cur. E. W. Beatham, M.B.E., R.N. (ret.), is the secretary and team selector, and watches all the Command matches. Like the Commands, the Navy play representative matches against the pick of the senior amateur leagues—Isthmian, Corinthian, Spartan, etc.—with the same object of trying certain players prior to the R.A.F. and Army games. Portsmouth Command will have the privilege of seeing the Navy side in action against Cambridge University on Wednesday, December 8, at Fratton Park.

Capt. J. R. Gower, D.S.C., R.N., is the newly elected chairman of the R.N. Football Association.

There are two alterations to the laws of the game which were made by the International Committee in June, 1954. The first refers to the ball,

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which may not now be changed without the consent of the referee, and the second, injured players or players joining their team after the game had commenced. In each case the player must wait on the touchline until he receives a signal from the referee that he may return to the field.

In addition to these alterations, referees have been advised when awarding an indirect free kick to indicate the decision by raising one arm above their heads. Players and spectators will then know that a goal cannot be scored direct from the free kick.

## HOCKEY

### U.S. Officers' Club Hockey

SIXTY-SIX PLAYERS gave their names in for trials, and from this encouraging start two teams have been selected and the 1st XI have already recorded victories over Surbiton, United Hospitals, Beckenham, Hendon and Dulwich.

Lieut. (L) J. K. Robertson was elected captain of the 1st XI. He has played for Cambridge University and the Royal Navy in 1951-52 and is now serving in H.M.S. Excellent.

Other Navy caps available are Inst. Lieut. Wilcox (1954), Dædalus, Sub. Lieut. Idiens (1954), Marvel and Lieut. Stark (1953), Starling.

### Portsmouth Command Lower-Deck Hockey Club

This team has now established itself as a permanent feature and has a comprehensive fixture list, although a few spare dates occur in late March. The club captain is Ch.O.A. Undray, H.M.S. Excellent, who has succeeded C.P.O. Crozier, H.M.S. Wessex, who did the job so ably last season, and who we hope to see playing from time to time when his Service duties allow.

The energetic Hon. Secretary is P.O. J. L. Dalton, H.M.S. Collingwood, who will welcome the names of interested players who may wish to play and who join the Command later in the season.

### Royal Navy Hockey

If those interested will study A.F.O. 2330/54, they will read for themselves what efforts are being made to improve the standard of hockey throughout the Service.

Arrangements have been made for H.A. coaching circuits to visit training establishments and this, and the introduction of the inter-establishment knock-out competition for teams all over the United Kingdom, are two new innovations. Nobody believes that the "hockey circus," which consists of a

team of international players and/or umpires can achieve anything in one afternoon, but it is hoped that officers and men will be given the right lines to continue their own coaching. Similarly, the knock-out competition rules insist that a minimum of 4 ratings must be included in each team. With our increased intake of National Service men this should spread the net a good deal wider than hitherto in search of players up to Navy XI standard. Of late years, our defence has been sure and adequate, if not brilliant, but our forwards seem to lack finish, ball control and the ability to shoot. If the reader thinks this harsh criticism, may I remind him the Navy last won the Inter-Service Championship in 1928, that is before over half the present naval personnel now serving were born.

Another feature is the introduction of affiliation fees for football. The Sports Control Board have not got anything like enough money to finance all games and it is necessary for each game to become far more self-supporting. These fees will subsidise travelling expenses of those teams who reach the semi-final and final of the knock-out competition and finance the new Royal Navy handbook. This is a delightful little book, prepared by Lieut. (S) Fleck, on the C.in-C's staff, and will fill a very great need to players and officials, which leads me on to umpires.

### Royal Navy Umpires

The umpire situation was taken in hand in about 1950 and steady recruitment has produced quite a presentable list since those days. A.F.O. 1966/52 contained the full details of how to qualify but, alas, it was only a notice board issue. However, the gist of that A.F.O. is contained in the Royal Navy Sports Handbook and the new R.N.H.A. Handbook. There are two classes of umpire, probationer and qualified. The Reverend J. R. Scarff, Royal Naval Barracks, is the Command umpires' representative and he arranges for examinations, and will detail umpires for competition matches within the command if you ask him. The Secretary of R.N.H.U.A., and incidentally he is also the Secretary of the Combined Services Umpires Association, is Inst. Lieut.-Cdr. D. E. Gregory, H.M.S. Cleopatra. The C.S.H.U.A. panel contains 24 umpires, nominated by all three Services and one of them is detailed to umpire each representative Service match played throughout the season, including the Inter-Services matches. Thus, when the Navy play the Army, two R.A.F. umpires are nominated, and if the Royal Navy are playing Beckenham, then an Army or R.A.F. umpire would be detailed, while Beckenham would call on a Southern Counties umpire. As there is no affiliation fee for umpires, as in football, it is very difficult to keep in touch with officers and men who change their ships. In the football world, your present address is noted when your postal order arrives. So umpires please get in touch with your Command representatives.

### HOME FLEET ATHLETICS, 1954

OWING TO A heavy exercise programme it was not possible to hold a Home Fleet athletics meetings without clashing with the Invergordon gathering, and therefore the track events were run concurrently with the Invergordon games on Saturday, September 18, and the field events were held separately on Sunday, September 19.

The Invergordon games were, as usual, blessed with fine weather although it had been raining steadily all the week. This left the track very heavy, and, combined with the handicap of running on a 330-yard track, this made the times very slow. Also, because of ships' movements, there had been very little time for training, and two competitors ran themselves into the ground, one collapsing within yards of the tape.

The best running of the day was by E.A. Brown, of H.M.S. Vigilant, who quite confidently and easily won the three miles and one mile. The closest finishes were in the 440 yards and 220 yards—in the first Boy Batten, H.M.S.

Venus, just held off a challenge from Midshipman Slaughter, of H.M.S. Jamaica, and in the 220 yards, Batten was pipped at the post by a strong finish by A.B. Hall, of H.M.S. Agincourt.

In the relays, H.M.S. Jamaica won the mile medley with ease from the Sixth Frigate Squadron, thanks largely to Ck. (O) Smith in the 880 yards, who had already finished third in the three miles and second in the mile.

The 4 x 110 yards was a much closer finish, A.B. Hall overhauling two competitors to win for the Fourth Destroyer Squadron.

As would appear from the Scottish Sunday Express, the tug-of-war was as popular as ever.

The field events, which had to be postponed until the Sunday afternoon (due to ships arriving back from exercises later than expected), without the background of pipe music and heavy-weights tossing the caber, were much more sombre, particularly as it rained fairly steadily throughout the afternoon. The competitors found the grass take off for the high jump treacherous, and no fewer than two went straight beneath the bar to land awkwardly in the pit. Again, due to lack of training and the poor conditions, the heights and distances achieved were only of average standard.

Although the athletics were not held on a competitive basis, it is clear from the results that under the new Home Fleet Sports Organisation the units are well matched, and the Fleet looks forward to some very keen inter-unit competitions in the future.

As we go to print, the Home Fleet ship are assembling at Falmouth (prior to sailing for Gibraltar) where, over the three-day period, a very comprehensive recreational programme has been arranged.

### MODERN PENTATHLON

THE RESULTS of the National Championships held at Aldershot in October were as follows.—

Team results: 1, R.A.F., 329 points; 2, R.M.A. Sandhurst, 354; 3, Royal Marines "A," 355; 10, Royal Navy, 529; 13, Royal Marines "B," 565.

Individual placings: Sergt. C. T. Rees, R.M., 3rd; Lieut. N. L. Easterbrook, R.M., 14th; Sergt. A. L. Beaton, R.M., 20th; Sub-Lieut. T. V. Harding, R.N., 33rd; Lieut. P. P. B. Aldrich, R.M., 37th; Capt. N. S. Stewart, R.M., 43rd; Lieut. (E) D. J. E. Jarrold, R.N., 49th; Lieut. (E) Dougan, R.N., 51st; Marine J. Chamberlain, R.M., 60th.

Sergt. Rees was chosen to represent Great Britain in the World Championships at Budapest. He is a P.T.I. stationed at the I.T.C., Lymington, and the other two competitors representing Great Britain were also P.T. Instructors: Sergt. Norman, A.P.T.C., and Sergt. Cobbley, R.A.F.

The Royal Marines are to be congratulated on their particularly fine effort.

### COMMANDER-IN-CHIEF'S TRAFALGAR DAY CHARITY CUP

THIS CUP was presented by Admiral Sir Stanley Colville in 1916 for competition in an annual match, between the Royal Navy (Portsmouth) and the Royal Marines (Portsmouth). The proceeds of gates were to be donated to the Trafalgar Day Orphan Fund.

Since the beginning of the competition, the sum donated is £1,223 15s. 3d.

The Royal Navy has won the cup 25 times, the Royal Marines 9, and 4 matches have been drawn.

The result of the match played on Wednesday, October 20, was: Royal Navy (Portsmouth), 2; Royal Marines (Portsmouth), 1.

Teams: Royal Navy (Portsmouth): Mech. Morpew; A.B. Baron, L.S. Phillips; Supt. Brown, E.M. Keld, L./Wtr. Johnson; E.M. Jackson, L.E.M. Valero, L.E.M. Champion, O.A. Week, A.B. Crick.

Royal Marines (Portsmouth): Mne. Reddy; Cpl. Watling, Mne. Goulding; Mne. Mildred, Sergt. Puttock, Mne. Morris; Mne. Lonnigan, Mne. Mun-day, Mne. Handley, Mne. Raybould, Mne. Billington.

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